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FOURTH EDITION.

GUIDE TO

NORFOLK

BUSINESS

ENTERPRISE

CARY W. JONES.

HUME & PARKER, BOOKSELLERS AND STATIONERS, 104 MAIN STREET

1884.

# Important Special Notice!

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H. C. HODGDON, President, J. C. SPENCER, Vice President, FRANK V. McDONALD, Secretary and Treasurer,  
V. TAYLOR, Assistant Treasurer.

THE

## Hodgdon and Spencer Company, 154 & 156 WATER STREET.

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**Factories in New York City, Atlantic City, and in  
Lancashire, England.**

**Branch Connections in London, Liverpool, Paris, Marseilles, Hamburg,  
and San Francisco.**

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**Norfolk, Va., January 10th, 1884.**

DEAR SIR.—We beg leave to inform you that on October 31st, 1883, the firm of Hodgdon, Spencer & Co., was formally dissolved by the death shortly previous of the junior partner, Mr. L. S. Spencer, and that the old business was merged in a Corporation under the laws of New York, to be known as

### **THE HODGDON AND SPENCER COMPANY,**

The Capital Stock was raised to One Hundred Thousand Dollars and was at once subscribed for in full. It is held by six persons who represent individual wealth of millions of dollars. None of the Stock is for sale. It will thus be seen that the Company is a business bona fide.

All the Officers and Stockholders are men peculiarly fitted for the parts chosen by them, and we feel confident in saying that no firm is in a better position to transact every branch of the fertilizing business than we. Our facilities are unsurpassed, and our experience is thorough. We shall always keep two things clearly in view: To represent our goods as we believe them to be, and to rest content with moderate profit such as obtains in New York and other large cities.

Those who have had dealings with us will understand our methods, and from others we bespeak only a trial.

For the season of 1884 we would especially call your attention to a remarkably choice cargo of Peruvian Guano, which we purchased, on individual inspection with great difficulty, in England. It is from the favorite Chincha Island deposit, and is, as experts admit, the richest Guano seen in America for ten years. The official analyses, which may be seen at our offices, or copies of which will be sent on application, are most convincing. We have also a special cargo of superior Kainit now unloading. We are furthermore unusually well provided with Blood and Fish in perfect mechanical condition and have a large stock of pure Agricultural Chemicals, which we will be pleased to quote at lowest market rates.

We invite correspondence and shall be happy to give information on any matter relating to our business. When you come to the city do not fail to give us a call. Even if no business be transacted it is pleasant to hear from different parts of the country and to know the varied experience of growers with fertilizers.

With thanks for your past favors and hopes of a continuance of our friendly relationships,  
We Remain Yours Very Truly,

**THE HODGDON AND SPENCER CO.**

NOTE, April 1884.—We have just moved into the new and capacious building recently built for our uses at our old stand, Nos. 154 and 156 Water Street, where we shall be pleased to welcome our visitors and where they will find us fully equipped for doing business thoroughly and quickly.

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# GUIDE TO NORFOLK IN BUSINESS ENTERPRISE

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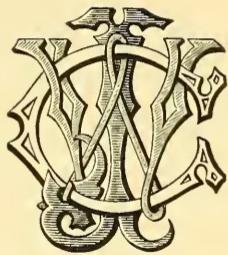
CARY W. JONES, EDITOR AND PUBLISHER.

EDWARD POLLOCK, EDITOR. (FOURTH EDITION)

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G. HALL WINDSOR, BOOKSELLER AND STATIONER, COR. MAIN AND BANK STREETS.

NORFOLK, VA.



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## *PREFACE.*

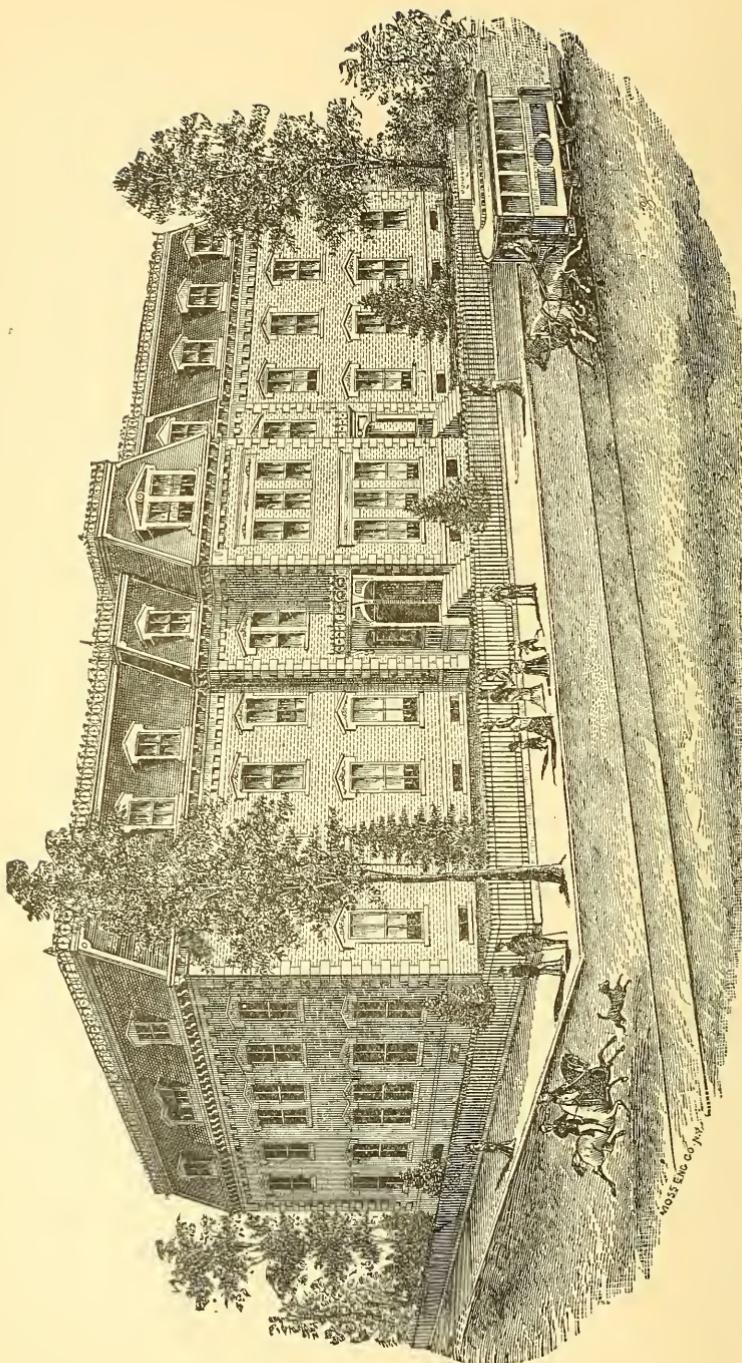
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*From those who have experienced the numerous difficulties which attend the compilation of a book like this, we unhesitatingly claim fraternal sympathy and indulgence.*

*To the uninitiated we would merely say that, while candidly acknowledging our shortcomings we have no apology to offer for them, inasmuch as we have done our very best, according to our limited opportunities, to render this volume a faithful and comprehensive sketch of our City and its surrounding territory, as well as a reliable exponent of its commercial and manufacturing interests.*

*Our best thanks are cordially extended to those many friends who, by their wise counsel, kindly encouragement and material support, have enabled us to overcome the obstacles by which, from the outset, we were confronted, and have made practicable, if not easy, the task we had undertaken.*

NORFOLK COLLEGE FOR YOUNG LADIES.



# NORFOLK.

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1884.

**H**E have endeavored in the three previous editions of this work to supply our readers with such fragments of Norfolk's history as, in our judgment, could not fail to excite public interest in the welfare of her thrifty modern inhabitants, and we are pleased to believe that our efforts have not proved unsuccesful.

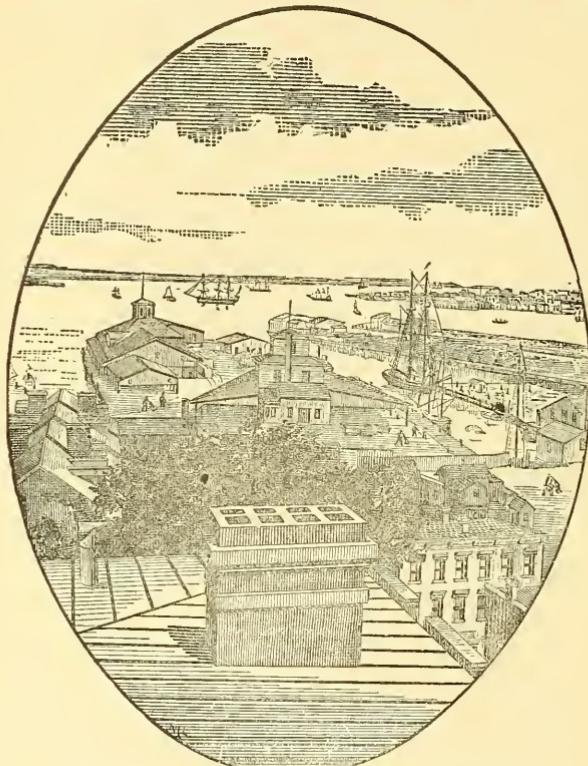
In issuing the present volume it is not our purpose to indulge in those "vain repetitions" which, by their very nature, impart to the narrative that sterility and sense of weariness which proverbially belong to the "twice told tale"; but, on the other hand, it will be necessary to review briefly the circumstances and events to which our City has been, from time to time, indebted for her gradual developement and present condition of prosperity—as well as those occasional shocks which have temporarily checked and retarded her progress—in order that our story may be intelligible and our sketch complete.

Our retrospect, however, need not extend back to those distant days when the warlike aborigines were still the undisputed lords of the soil, and indulged their savage instincts in the little village of "Chesapik," where the adventurous followers of Sir Walter Raleigh surprised them in 1584. Nor is it necessary that we should here dwell upon the trials and privations endured by those sturdy pioneers who planted the first English Colony upon the shores of the Elizabeth River, little dreaming, as they felled the primeval forest to build their modest homes, that they were also preparing the foundation for a populous City.

Suffice it to say that early in the seventeenth century a small but busy and well organized community was already established upon the territory now ruled by our City Councils, and that, as the succeeding years rolled by, their passage was marked by a steadily increasing population—just as each receding tide leaves behind it upon the sandy beach some shell or weed or scrap of wood, to chronicle its visit and add its tribute to the accumulated drift of ages.

We are told that the name, Norfolk, was originally bestowed upon the district, (afterwards County) "by one Col. Thorogood, one of the earliest settlers, in honor of his native county in England"; and a similar sentiment of patriotism would appear to have suggested the designation of other towns and localities in Virginia, which abounds in names borrowed from the mother-country.

History has been singularly reticent as to the pursuits and achievements of these early colonists, and even tradition has been well-nigh dumb.

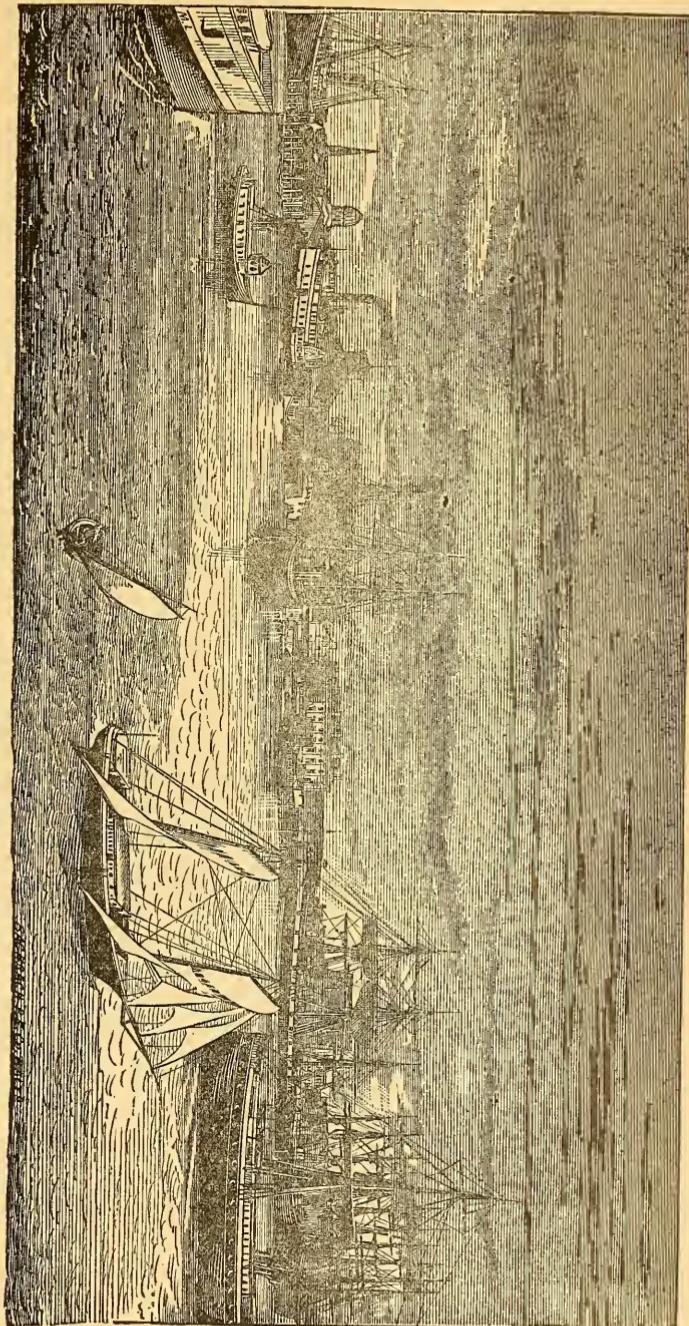


BIRD'S EYE VIEW FROM CUSTOM HOUSE.

But we have unmistakable evidence of their patient endurance, frugal habits, persevering industry and courageous self-reliance, in the substantial results, which, within a comparatively brief period, entitled the settlement to flattering recognition at the hands of the General Assembly of the State, which, in 1680, authorized the purchase of fifty acres of land for the "Town" of Norfolk.

In pursuance of this authority, a tract which forms the north-western portion of the present City was purchased, in 1682, for ten thousand pounds of Tobacco, from Nicholas Wise, a carpenter, whose father had acquired some reputation as a local ship-builder.

NORFOLK: SECTION OF WATER FRONT FROM THE HARBOR.



From this time forward the town appears to have enjoyed a long period of almost uninterrupted prosperity during which her population continued to "increase and multiply" and her commercial influence to expand, for in September, 1736, she was formally incorporated, by Royal charter, as a Borough, with a Mayor, Recorder and eight Aldermen.

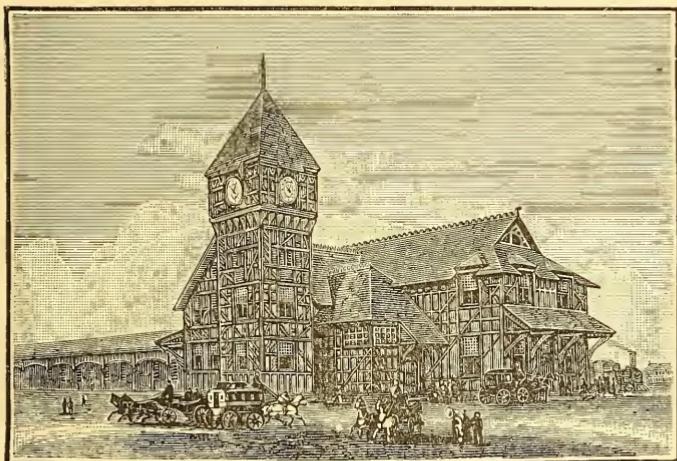


A PEEP THROUGH A NORFOLK GARDEN.

In 1775, however, the war-cloud of the Revolution burst over the unhappy Country, and Norfolk was called upon to bear her share, or more than her share, of its horrors. Her burgesses were especially exasperated by the arbitrary conduct of Lord Dunmore, the Royal Governor of Virginia, who appropriated her harbor for the use of his fleet, and abused his power by many acts of tyranny. Having suffered defeat at the hands of the Colonists, under Col. Woodford, two weeks previously, near Great

Bridge, Lord Dunmore proceeded, on New Year's day, 1776, to bombard and burn Norfolk, which he did so effectually that nearly the whole town was reduced to ashes and abandoned by her ruined people. During this bombardment one of the cannon-balls from Lord Dunmore's fleet struck the east end of St. Paul's Church and embedded itself in the wall, where it remains, a cherished souvenir, to this day.

This wholesale destruction of property was, of course, a heavy and cruel blow to the young Borough, but so richly had she been endowed by bountiful Nature that, immediately after the cessation of active hostilities, numbers of merchants and speculators flocked in to avail themselves of her conspicuous advantages, and it is from this point that the real importance of NORFOLK, AS A BUSINESS CENTRE, may be said to date.



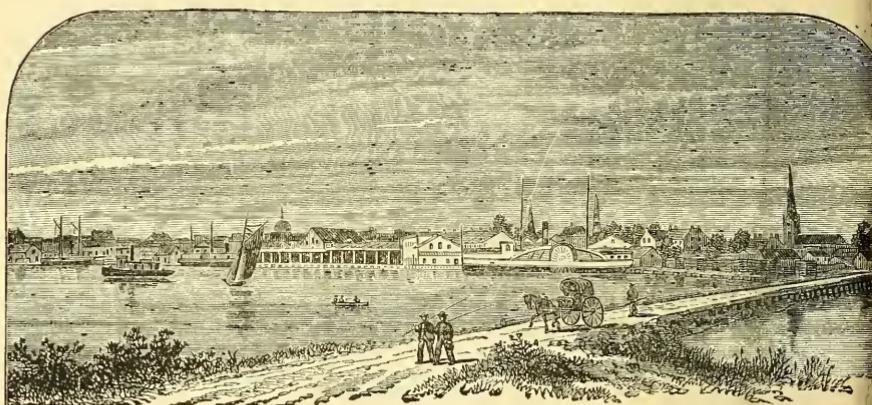
NORFOLK AND WESTERN R.R. DEPOT.

Six years had scarcely elapsed since American Valor had firmly and finally established American Independence, before the trade of Norfolk had assumed such imposing proportions that some means of transportation, other than the natural channels, were deemed necessary to its accommodation. After considerable discussion and delay, a charter was obtained by the States of Virginia and North Carolina under which the Dismal Swamp Canal was commenced in 1787 for the purpose of forming a more direct highway between the inland navigable waters of the two States. The magnitude of this enterprise may to some extent be estimated by the fact that the Canal was not opened for navigation until 1828, having occupied more than forty years in its construction. It has conferred incalculable benefit upon Norfolk as well as upon the section of country which it traverses, and is now the property of a flourishing joint-stock company, with headquarters in this city. It passes through one of the

richest lumber regions in the world, and has found its principal traffic in that essential commodity.

The next important event which helped to shape our City's destiny was the establishment on the south bank of the river (now known as the Portsmouth side) of the Gosport Navy Yard in the first year of the present century and almost simultaneously with the death of the greatest of patriots and heroes—George Washington. The land was ceded by the Governor of Virginia to the United States Government by authority of the General Assembly. This gave a new and healthy impetus to Norfolk's growth and was welcomed by her enterprising merchants as a veritable godsend.

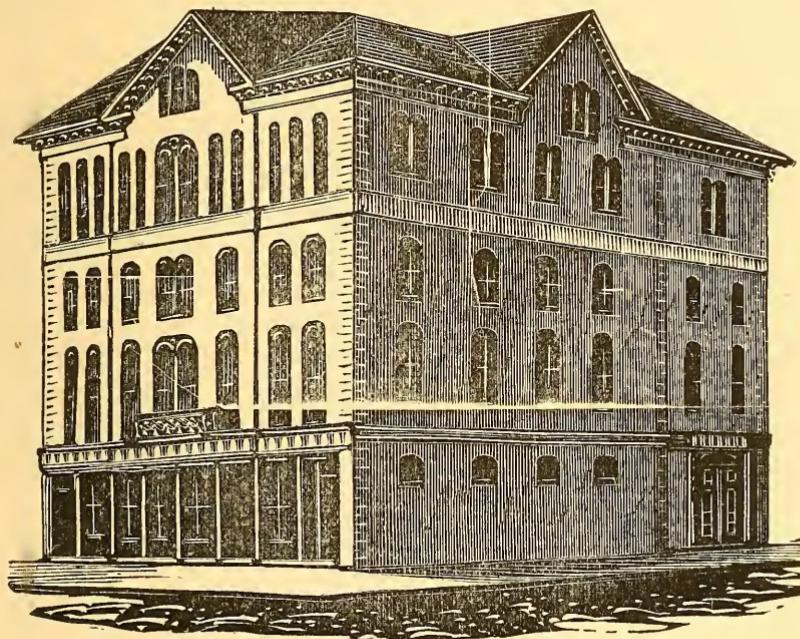
In 1804, during his tour of Canada and the United States, Norfolk was visited by Erin's sweetest poet, Tom Moore, of melodious memory! At this time, and during the few years that immediately followed, our City



THE WHARVES OF NORFOLK, IN 1865.

seems to have made rapid strides in her ambitious path, and her possessions were deemed worthy of special protection, for Craney Island, at the mouth of the River was strongly fortified and garrisoned. And it was fortunate that this precaution had been so wisely taken, for in 1812 America declared war against Great Britain, and in June of the following year the enemy's fleet sailed proudly into Hampton Roads for the avowed purpose of blockading our port and capturing our shipping. The Admiral, however, had calculated without his host, for no sooner had he hauled within range than the Craney Island batteries opened upon him with terrible effect and compelled him to retire in shame and confusion. Indeed, so warm was his reception on that occasion, that he sailed away deeply, if not favorably impressed with the substantial and self-sacrificing nature of that "Virginian hospitality" which was a well recognized characteristic of our people even in those early days, and has since become "familiar as household words."

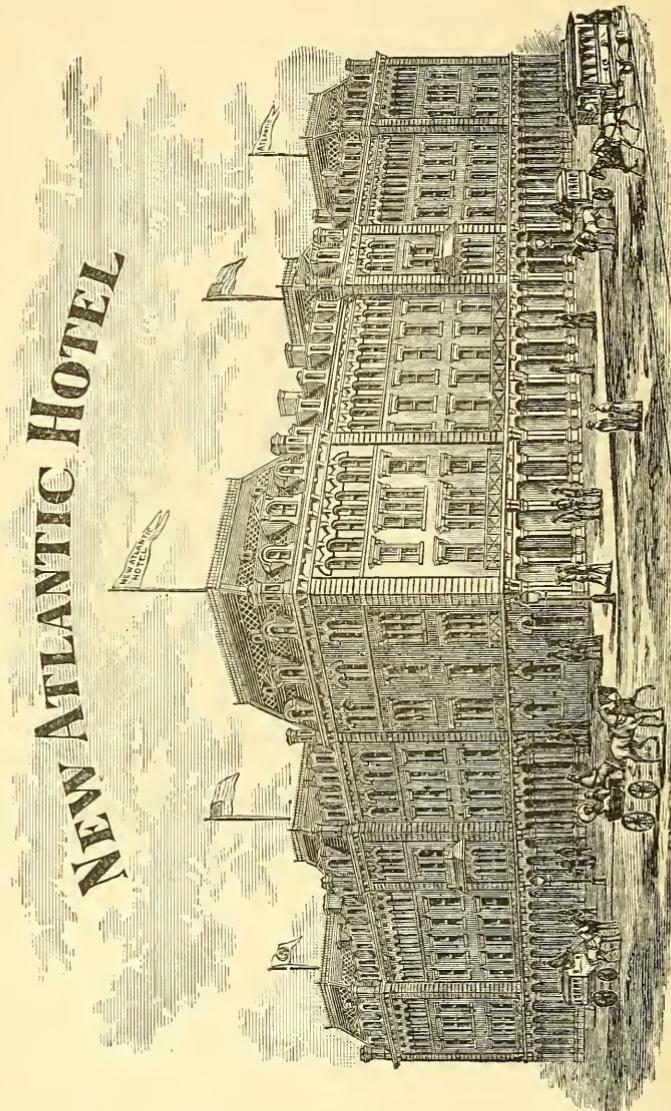
During the next few decades nothing of consequence occurred to bring the Borough into unusually prominent notice, or disturb the placid current which bore her along with ever increasing speed towards that important commercial position which, ere long, she was destined to occupy. Her shipping, however, had daily become more numerous, and she had multiplied her docks and wharves for their accommodation. The low, swampy ground which had formerly disfigured the town and generated malaria had in many places been filled in, and the streets widened and improved. Bridges and causeways had opened convenient communication with the surrounding country and enhanced the value of suburban



MASONIC TEMPLE.

property. A steam ferry had been established between Norfolk and Portsmouth, and had brought into more intimate contact the dwellers on the opposite shores of the broad Elizabeth. Frequent fires had destroyed many of the ancient landmarks, and handsome new structures had taken their place. Births and marriages and deaths had left their customary footprints upon the social sands, and the population still went on increasing! Lafayette, the earliest foreign friend of the American Republic, had paid Norfolk a visit in 1824, and had been welcomed with open arms. In 1832 the State Legislature, which had hitherto *appointed* the Mayor of Norfolk, granted to the "freeholders" the privilege of *electing* that official. The

year 1836 had been duly celebrated as the "Centennial" of Norfolk's incorporation as a Borough, and the following year had been marked by a brief visit from Napoleon III, the last Emperor of the French. But the



PROPRIETOR.

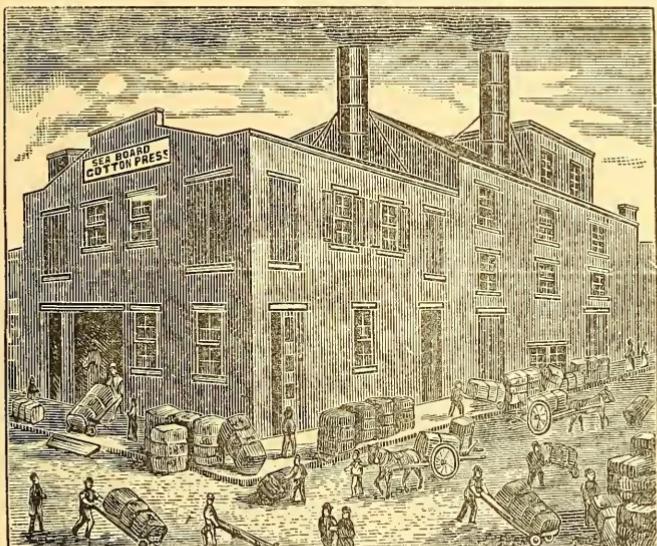
R. S. DODSON,

NORFOLK, V.A.

crowning glory of all occurred on February 13th, 1845, when, by an Act of the General Assembly, Norfolk's charter was amended, and she was launched upon the world with all the honors, privileges and responsibilities of a full-fledged City.

With this important crisis for our starting point, we will now proceed to review briefly the principal events which have marked the succeeding years of our beloved City's career, having special regard, however, to those influences which have mainly led to her development into one of the most prosperous sea-ports of our North Atlantic Coast.

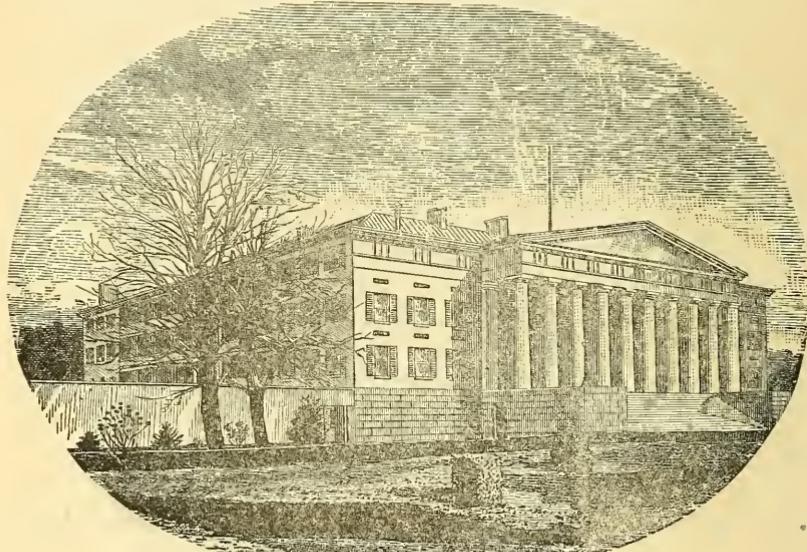
For the information of those to whom Norfolk's geographical location is not well known, we will here, with the indulgence of our resident readers, digress for a few moments, in order to describe those natural advantages which the intelligence and enterprise of her inhabitants have turned to such profitable account. Situated in latitude  $36^{\circ}, 50', 50''$ , the subtle but potent charm of her temperate climate has doubtless contributed no little



SEABOARD COTTON COMPRESS.

to the success of her original settlement and subsequent growth. The harbor, which is both commodious and well protected, is unsurpassed along this extended seaboard for depth, safety and capacity. Approached by a channel twenty-eight feet deep, it is open to the largest vessels in the mercantile service, while upon its broad, calm bosom might float, uncrowded, the navies of the world. Immediately opposite Norfolk, and about a mile distant, lies her sister City, Portsmouth, while the point to the eastward, formed by the confluence of the Eastern and Southern branches of the Elizabeth River, is occupied by the busy village of Berkley. The lazy current runs seaward in a north-westerly direction, until, at a distance of eight miles from the city, it flows into Hampton Roads, of which the following is the official description furnished by the United States Coast Survey :

"Hampton Roadstead is formed by the confluence of the James, Nansemond and Elizabeth rivers, and is bounded on the north by Old Point Comfort and the Hampton shore to Newport's News; on the east by a line drawn from Old Point Comfort Lighthouse to the Rip Raps, and continued to the west end of Willoughby bank; on the south by Willoughby Bay and Seawell's Point Spit; and on the southwest and west by a line drawn from Seawell's Point to Newport's News Point. Between these limits the Roads are about four miles long, with a depth of from four to fifteen fathoms and excellent holding ground. At the eastern boundary the anchorage is three-quarters of a mile wide, and gradually widens towards the southwestward until abreast of the western end of Hampton Bar, where it is a mile and three-eighths wide, between the lines of three fathoms." We must re-



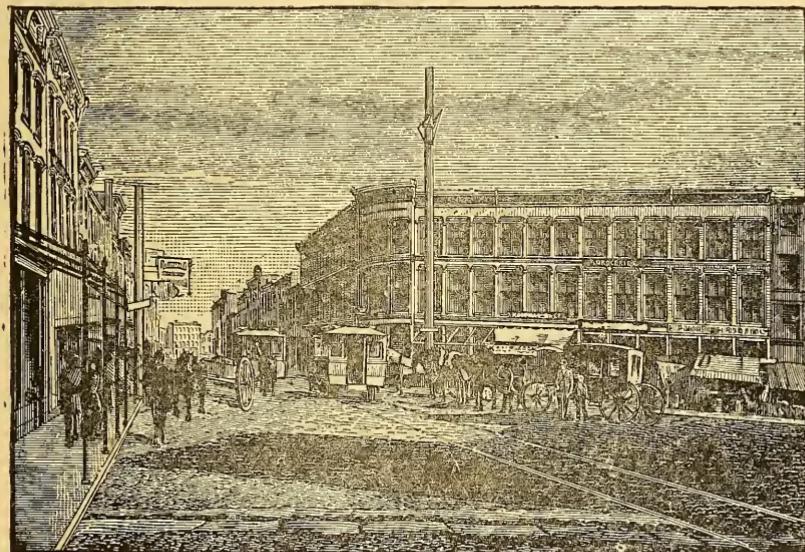
UNITED STATES NAVAL HOSPITAL.

member that the above distances are given in *nautical* miles of 2,028 yards—over 15 per cent. more than the statute mile. This noble harbor empties its tide into Chesapeake Bay at Old Point Comfort, whence it reaches the Ocean through the gateway formed by Cape Charles and Cape Henry, known as "The Capes of Virginia," within one degree of which, to the southeastward, flows the genial current of the famous Gulf Stream.

Of all the harbors on the North Atlantic Coast, that of Norfolk is, without doubt, the most highly favored, being open to the ocean, from which it is also abundantly sheltered; of infinite capacity; at a safe distance from the Northern region where ice-blockades periodically threaten shipping and impede commerce; unobstructed by those reefs and bars which render the seaports of the South at all times dangerous and often

inaccessible; and having an enormous extent of agricultural country and forest lands directly tributary to it as the natural distributing point for its products, whether to the markets within the domains of the United States or to those of transatlantic nations.

But we are not compelled to look only seaward in order to realize Norfolk's superior commercial situation, for we find by referring to the map that, by actual measurement, the vast and fertile territory comprising the States of Kansas, Missouri, Iowa, Indiana, Ohio, Illinois, and those lying to the southward of them, is nearer Norfolk than New York, and must, sooner or later, become tributary to the former as its enormous products increase in volume, and demand new channels for cheap and rapid transportation.

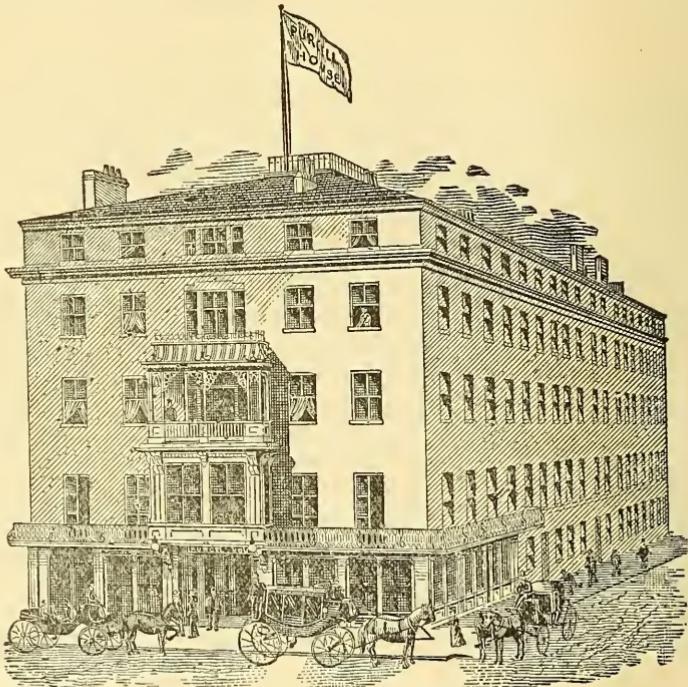


MARKET SQUARE IN 1880.

But to resume our retrospect:—Norfolk, as we have shown, was raised to the dignity of a City in 1845, from which date her trade appears to have received a new and powerful stimulus and to have developed with almost phenomenal rapidity. A spirit of enterprise also manifested itself among her merchants as well as in her municipal Council Chambers, and resulted in many public improvements, among which we may mention the building of the present City Hall, the corner-stone of which was laid on August 23rd, 1847, with all the “pride, pomp and circumstance” of the Masonic ceremonial. Wise measures pointing to the sanitary welfare of the City were also adopted, including an excellent system of drainage and the reclamation of certain marshy hollows, whence emanated unwholesome effluvia. Here and there the sky was pierced by a graceful church spire

betokening the zealous piety of at least a portion of the community, and the erection of public hospitals and other similar institutions bore evidence of the charity and benevolence of all.

The year 1850 is a memorable one in our City's history, for it witnessed the opening of her first railroad communication with the outer world. On the 9th of November the Norfolk and Suffolk section of the Seaboard and Roanoke Railroad was completed, and the occasion was celebrated by a grand excursion which initiated a large number of our citizens into the mysteries, pleasures and discomforts of the "Iron Road." A year later the line was extended as far as Weldon, N. C., and almost simultaneously a

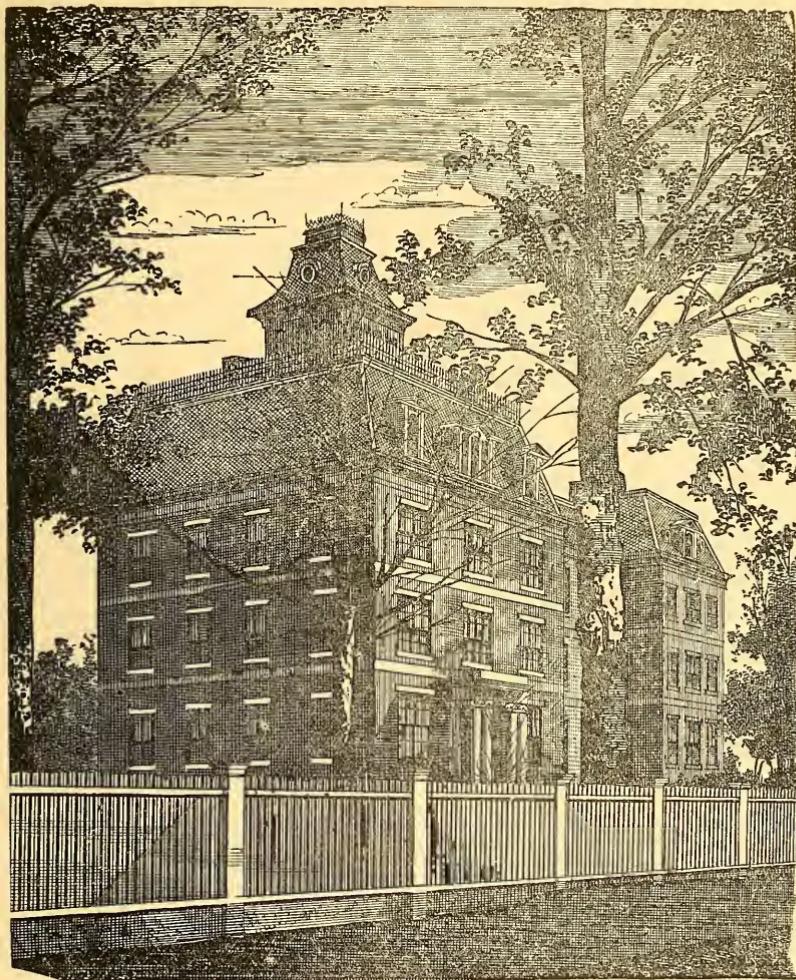


PURCELL HOUSE. PHILLIP F. BROWN & BRO., PROPRIETORS.

public meeting was called to consider the feasibility of building a railroad to Petersburg, which resulted shortly afterwards in the formation of the Norfolk and Petersburg Railroad Company, to whose capital stock the City of Norfolk subscribed \$200,000 in December 1852. The wisdom of this liberal measure has been amply vindicated, although at the time it met with some opposition. In the following year the Company was formally organized and the work begun, but the road was not completed till 1859. At Petersburg it connected with the Southside Road, the western terminus of which was at Lynchburg, where it joined the Virginia and Tennessee Railroad, thus forming a through line from Norfolk to Bristol,

a distance of 404 miles. These three corporations were subsequently consolidated and became the Atlantic, Mississippi and Ohio (now Norfolk and Western) Railroad Company.

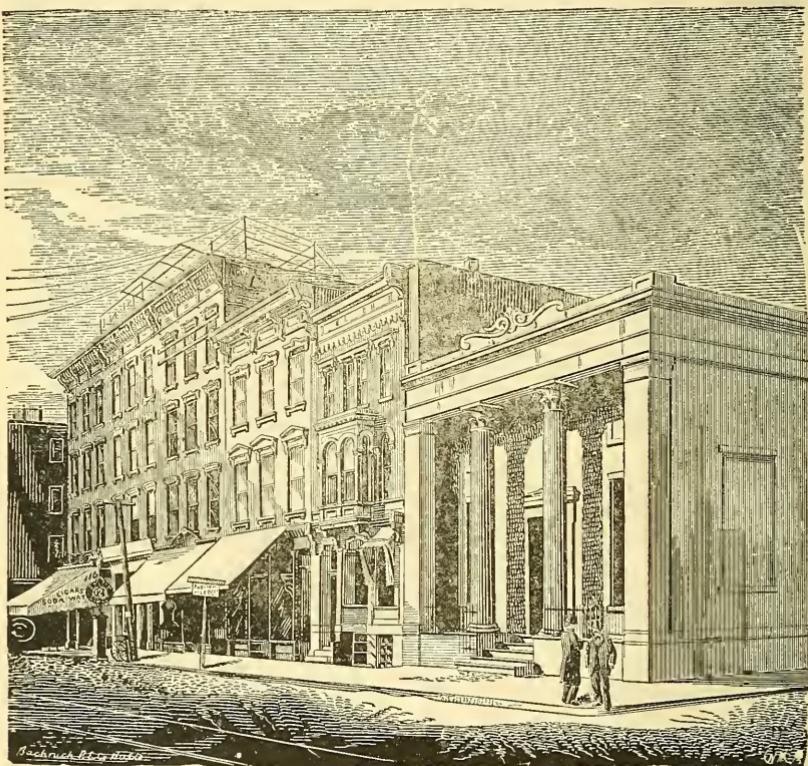
But we are anticipating and must "try back" to 1853, in which year the Norfolk Agricultural Society gave its first exhibition, which proved in



HOSPITAL OF ST. VINCENT de PAUL.—Church and Wood Streets.

all respects a most successful enterprise. It may truly be said of this Society and its successors, that they conferred a permanent and incalculable benefit upon the City and the surrounding country by fostering and encouraging agriculture in all its branches, and in developing the various mechanical industries upon which the tillers of the soil depend for their very existence.

Pursuing our narrative with chronological arrangement, we now come to the darkest and saddest page in the annals of our City. In the summer of 1855 an ocean steamer arrived in our waters having on board<sup>7</sup> a sailor infected with Yellow Fever. He died and was buried, but the fell disease was not to be satisfied with a single victim, and its pestilential breath was carried by the once healthful breezes into the very heart of the thriving communities on both sides of the harbor, spreading horror and desolation such as had never before, (and, thank God, have never since)



MAIN STREET, LOOKING WEST FROM BANK STREET.

been witnessed in Virginia or her neighboring States. For four months the fearful plague continued its ghastly work of destruction, and thousands of our people, regardless of color or class distinctions, perished helplessly under the fatal scourge. If so dire a calamity can be said to have possessed any one bright element, it was surely to be discerned in the tender sympathy and noble self-sacrifice which it evoked from every section of the country on behalf of the stricken and bereaved.

When at last the fury of the pestilence had been appeased, and its brood-

ing venom had been dissipated by the frosty blasts of October, we find the sorrowful but brave survivors returning to their gloomy homes and resuming their former avocations, with saddened hearts, indeed, but with a courage and determination for which we can find no adequate words of praise. Many of Norfolk's most active and valued citizens were missing when the roll was called, and many a familiar voice, that had been wont to revive ambition and inspire confidence with its words of timely counsel and cheering encouragement, was now silent forever. But the decimated ranks were speedily rallied and the vacant places filled with new recruits, and for a time the work of progress went bravely on.

Meantime Norfolk had not been unmindful of those interests which were to attract to her markets the products of the surrounding back country by providing easy and direct channels for their transportation. The Dismal Swamp Canal, to which we have already referred, had proved of



THE NORFOLK STORAGE COMPANY'S WAREHOUSE.—Water Street.

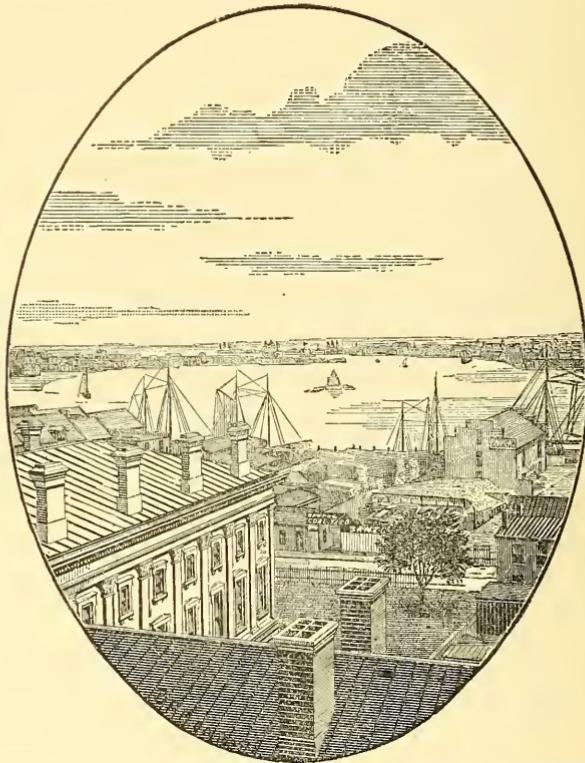
immense value as an available highway communicating with portions of North Carolina, and another kindred enterprise, the Albemarle and Chesapeake Canal, had been in progress for some time past, and was opened for traffic in January, 1850, when the first boat load of produce was towed by one of the Company's steamers through its locks and landed on our wharves.

Several regular lines of steamers, plying between Norfolk and other Atlantic seaports, had also been in active operation for several years, including the New York Line and the Bay Line of Baltimore. To these were added in January, 1860, the Boston Line which was established to run in connection with the Norfolk and Petersburg Railroad.

The inauguration of Abraham Lincoln, in 1861, as President of the United States, was immediately followed, "as everybody knows," by the confederation of the Southern States and their secession from the Union. It is entirely beyond our province to record the events of the cruel war

that ensued, although their influence upon our City's commercial standing was great and permanent. We may state in general terms, however, that during the whole disastrous strife, Norfolk, if only by reason of her geographical situation, was necessarily a "warm corner," and produced many as true heroes and heroines as ever drew sword or shed a tear for the "Lost Cause."

After four seemingly interminable years of the most unnatural war in which civilized people had ever engaged, "meek-eyed Peace" once more shed her gentle influence over the blood-stained land, and in 1865, the surviving remnant of Norfolk's brave contingent marched sorrowfully

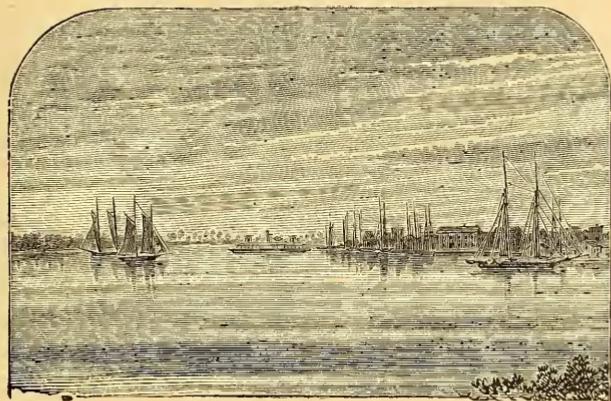


BIRD'S EYE VIEW OF HARBOR, LOOKING TOWARDS GOSPORT.

homeward. The City had experienced many vicissitudes under military rule. Her gallant sons had defended her battlements while still a possibility of success remained. After her evacuation she had submitted to the gentle (?) and humane (?) government of the Federal General, Benjamin F. Butler, surnamed "The Beast." She had gloried in the brilliant achievements of her distant warriors, and had suffered agony too deep for tears over the later tidings of disaster and defeat.

But it was over at last, thank God, and the returned soldier gladly resumed his former peaceful calling, determined to restore his home, with all convenient speed, to its past condition of tranquility and comfort.

It was only too apparent, however, that many years of patient industry must elapse before Norfolk could hope to recover from the shock she had sustained. Her principal communications by land and water had been rendered practically valueless, having suffered serious damage which she had neither money nor credit to repair. Her commercial connections had been scattered to the four winds, and her back country laid waste. But it was not in the nature of her plucky citizens to be disheartened by such trifles as these. The new system of ruinous taxation and the greatly increased cost of living, combined with the hateful military rule under which it had pleased the Conquerors to place her, were additional obstacles, to be sure, but their undaunted courage was more than equal to the



ENTRANCE TO NORFOLK HARBOR, IN 1865.

emergency, and we find that several new enterprises were inaugurated almost immediately after the termination of the war.

In the fall of 1865 the Virginia and North Carolina Immigration and Colonization Company was incorporated, and the Merchants' and Manufacturers' Exchange was reorganized, after having been closed for four years.

Early in 1866 the Norfolk and Petersburg Railroad was repaired and reopened, having been almost demolished during the war, and was consolidated, in 1870, with the Southside and Virginia & Tennessee Roads, as we have already stated, under the name of the Atlantic, Mississippi and Ohio Railroad, with a charter that provided for its extension to connect with the system of Kentucky Roads, and authorized a loan of \$15,000,000, a large portion of which was negotiated in Europe. The line was immediately placed in excellent condition and thoroughly equipped throughout

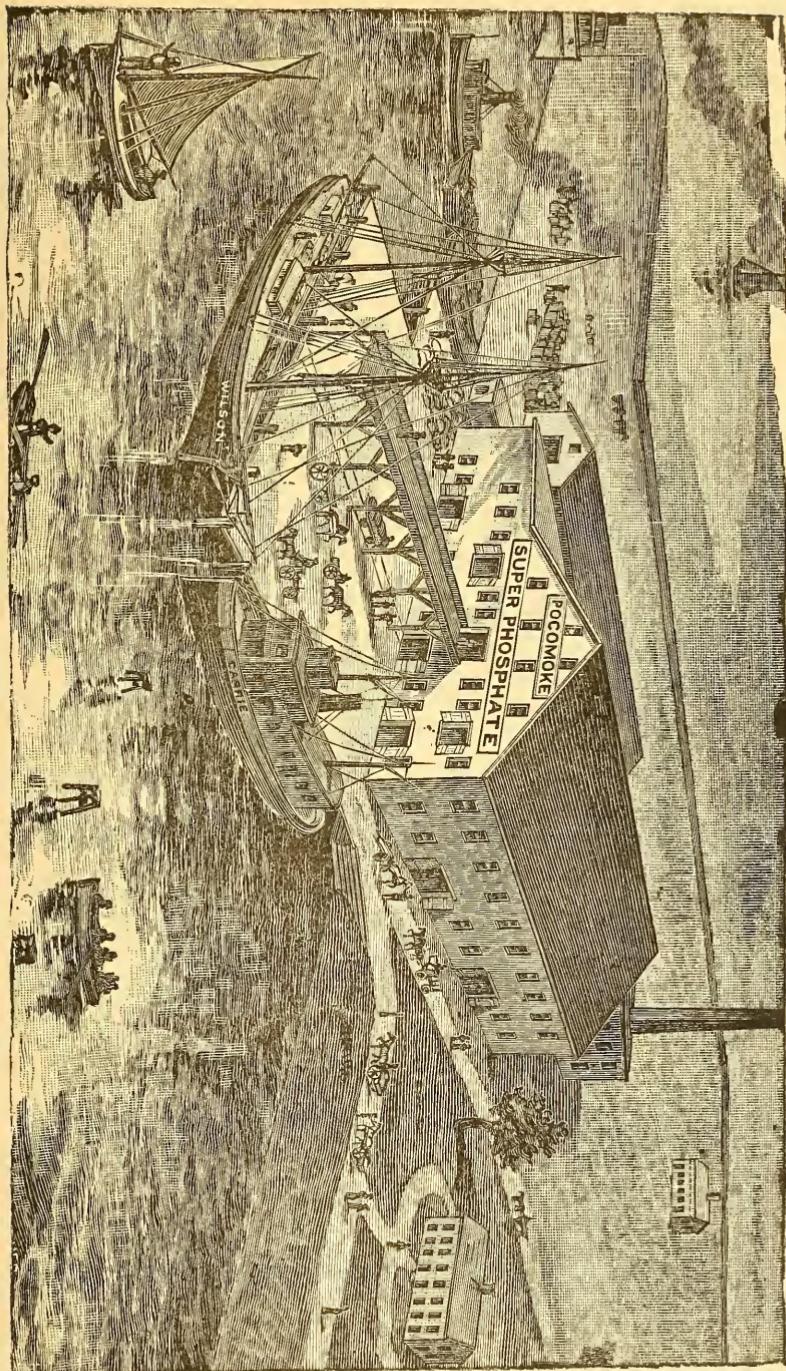
its whole length. This consolidation brought us at once into direct communication with the interior, as far west as Memphis, and bestowed upon this city advantages to which she had hitherto been a stranger. Through freights are delivered at this terminus from cities of the Far West, and through bills of lading are given at points on the Mississippi for cotton and other produce passing over this line to Liverpool and other foreign ports.

A glance at the map will show that the Norfolk and Western (formerly the Atlantic, Mississippi and Ohio) Railroad, with its connections whose name is Legion, traverses the States of Virginia, Tennessee, Georgia, Alabama and Mississippi and is in several instances intersected by other trunk lines leading to all the larger Western Cities. Among others we may mention the Cincinnati Southern, the Nashville, Chattanooga and St. Louis, the Nashville and St. Louis, the Alabama and Chattanooga and the Vicksburg and Meridian Roads, which, with their respective ramifications, leave scarcely a spot on this side of the Rocky Mountains beyond our reach.

When it is remembered that a considerable proportion of the enormous grain and cotton yield of the prolific Western and Southwestern States must seek ultimate shipment from the Atlantic Coast, it will readily be seen that over the Norfolk and Western Railroad, in connection with our coastwise steam lines, immense freights are shipped daily between the Northern Cities and all points South and West, via Norfolk.

But this is not all. Norfolk gives to this line exactly the outlet it needs for the enormous traffic offered to it in coal, and we are glad to see that the Company fully appreciates the value of our situation in that respect. The steamships which seek our port will naturally find it to their advantage to take their supply of fuel from the place at which they receive or discharge their cargoes, and knowing this to be the fact, the Norfolk and Western Railroad Company intend to exert every energy in order to make Norfolk one of the largest coaling stations on the coast; and for this purpose they will erect upon their new terminal property at Lambert's Point, about ten miles below the City, several large coal piers with bins of capacity sufficient to meet all requirements, and also to extend the trestles and piers at their present depot for the accommodation of vessels of small tonnage. The coal territory of the Southwest is being rapidly developed, and the output of this mineral is increasing daily. New mines will shortly be opened and this road will then be taxed to its utmost to move the immense yield.

It is also the intention of this enterprising Company to build at Lambert's Point a grain elevator of about 300,000 bushels capacity, which will be so constructed as to admit of its being enlarged at small cost as occasion requires, and we are very sanguine that Western shippers will, before long, recognize the advantages offered by this port for the shipment of their grain.



FREEMAN, LLOYD, MASON & DRYDEN'S FERTILIZER FACTORY, AT NORFOLK.

The Seaboard and Roanoke Railroad, between Portsmouth and Weldon, had also suffered heavily during the war, but was repaired and put in good running order shortly after the restoration of peace. This Road forms a connecting link between Norfolk and the whole system of roads throughout the Southern States and is consequently one of the main arteries of our trade. At Weldon, N. C., it meets the Raleigh and Gaston Road leading to Raleigh, the Capital City of North Carolina, where it joins the Raleigh and Augusta Road leading to Hamlet, and there intersects the Carolina Central Road from Wilmington to Charlotte, at which point we find Roads running to Ashville, Columbia, Angusta, and other Cities whence direct communication is maintained with New Orleans.

All these Roads, with one or two exceptions, give through bills of lading to Norfolk, and constitute what is known as the "Seaboard Air Line System." The Seaboard and Roanoke Road also forms the connecting link between Norfolk and the Roads composing "The Atlantic Coast Line." This system, with its trunk roads, extends the whole distance from Portsmouth to Jacksonville, Florida, taking in the chief seaport cities, and is moreover fed by numerous tributary Roads running up through the central and western parts of the Carolinas and Georgia.

It will thus be seen that Norfolk is connected by numerous and abundant avenues of transportation with all the Central and Southern States, which are reached by various routes affording the amplest conveniences for the carriage of their products to the best harbor on the Atlantic Coast. The reader, with the map before him, will readily understand why our City has attracted to herself so large a share of these products, and is already the third Cotton port of the United States.

The great increase of cotton receipts in this city gives us the gratifying assurance that the planters of a large portion of the South have fixed upon Norfolk as their most profitable market and most convenient place for foreign shipment, and that the future will bring us still greater and more abundant evidence of their confidence.

But it is not to Cotton alone that Norfolk owes her commercial eminence. The products of our own State, from field and forest, pour into our markets over the railroads and waterways with an ever increasing stream.

The Peanut Crop of Virginia, grown principally in the Eastern Counties, has increased from year to year until its culture has become one of our most productive and profitable industries.

From South-West Virginia we receive large numbers of beeves for shipment to England and the Continent of Europe, where they command high prices. No section of the country produces finer cattle, and the export trade promises to grow in magnitude in proportion to the increasing demand in Europe for American beef. Stock farmers of the Old World, by reason of their very limited grazing lands, cannot successfully compete.

with those of America, and the day is even now at hand when the densely populated European States will be largely dependent upon this country for their meat supply. The magnificent and well watered grass lands in the Southwestern portion of this State possess an element of wealth which only needs developement in order to produce enormous returns; and for the cattle trade of South-West Virginia Norfolk must always be the most advantageous shipping point to Europe.

But the Middle and Western Counties, through which the Norfolk and Western Railroad passes, in addition to their agricultural and grazing advantages which are already fully recognized, possess hoards of incalculable wealth, deep buried beneath the soil, which are now being brought to light by the hand of science and practical industry, and which, in the near future will be found to equal, if they do not exceed, the mineral riches of any section of this vast Continent.

In Tidewater Virginia the chief and most valuable of our subterranean deposits is Marl, which is found in great quantities and variety convenient to railway and river transportation. All along the line of the Norfolk & Western Railroad from Farmville to Bristol, zinc, iron and coal are found in great abundance, while copper, lead and even gold are occasionally met with. The mineral wealth of Virginia has attracted a great deal of attention during the last few years, and several mines and furnaces have been opened in the neighborhood of Lynchburg, and beyond. The proximity of the iron and coal deposits in what is known as the "Great Appalachian Coal Field," which is traversed by the Norfolk and Western Road, in South-West Virginia, affords facilities for the smelting and manufacture of iron which are unsurpassed in the world. The lead mines of Wythe County have been in operation for many years and have yielded about 35,000,000 pounds. For a considerable period during the Civil War they furnished the principal supply of bullets used by the armies of the Confederacy. The developement of the mineral resources of this region will greatly increase their production, and they must eventually, either in their crude or manufactured state, come to this City for market or shipment.

In addition to the three great Railroads already described, having their respective termini at Norfolk and Portsmouth, which with their wide-reaching



EXCHANGE NATIONAL BANK.

connections have opened up to our trade the Southern and South-Western States, there is still another gigantic railway system which has quite recently established its Eastern terminus at Newport's News, within sight of Norfolk, namely, the Chesapeake and Ohio Railroad, through whose connections our intercourse with the West and North-West will be materially facilitated. This road traverses the richest coal and iron regions in the whole country and penetrates the fine grazing and agricultural lands of Kentucky, thus affording another avenue for the transportation of the grain and other produce of the Central and Western States to the Atlantic seaboard.

The Norfolk Southern Railroad had just been completed to Edenton, N. C., when our last edition was published in 1882, and had already secured sufficient business, to and from the great Sound region of Carolina, to almost overtax its capacity. Its northern terminus is at the Village of

Berkley, which is reached by the steam ferry from Norfolk. The road is under excellent management and has met with splendid and well deserved success. When its contemplated extensions are completed it will prove yet another important feeder to the Norfolk market, to which it even now carries cotton, fish and vegetables in immense and always increasing quantities.

Of the Railroads in which Norfolk is directly interested, there now remain only two to be considered, and these two will, for the present at least, contribute as much to her pleasure as her profit. The first and elder of these is the Norfolk and Ocean View Railroad, running from this City about eight

miles to the property of the Ocean View Hotel Co., by whom the Railroad is also owned. It has been very successful for the past four years as a quick and inexpensive means of escape from the heat and dust of the city, during the summer months, to the pure and bracing breezes fresh from the bosom of the deep.

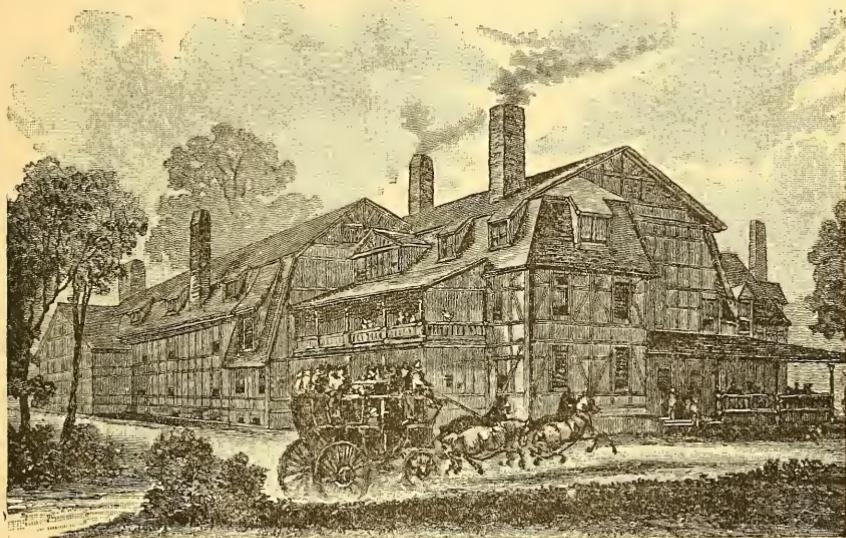
The other Road is the Norfolk and Virginia Beach Railroad, which, as its name indicates, has its terminal points in this city and on the ocean beach of Virginia, respectively. The line is seventeen miles in length and is easily travelled in an hour. It is a charming trip to the seaside, where a handsome and commodious pavilion capable of accommodating several thousands of guests, and a dining room with seating capacity for eight hundred, have been erected by the Company. The bathing at "Virginia Beach" is said to be the best along the coast, and this new enterprise prom-



HOME SAVINGS BANK.

ises to rival in popularity any of the summer resorts from Maine to Florida, overlooking the Atlantic.

Among the other Railroads which, although not having their termini at Norfolk, contribute nevertheless to her trade, is the Atlantic and Danville Railroad which is already in operation from Claremont, on the James River, to Waverly, a thriving village on the Norfolk and Western Railroad, about fifty miles from this City. When completed it will run through some of the most fertile peanut and tobacco regions of Virginia to Danville, where it will connect with the Danville and New River Railroad and thus reach the extreme south-western limits of the State. A large proportion of its freight will be brought here either by rail or river, and the Tobacco element will probably enter shortly into Norfolk's com-

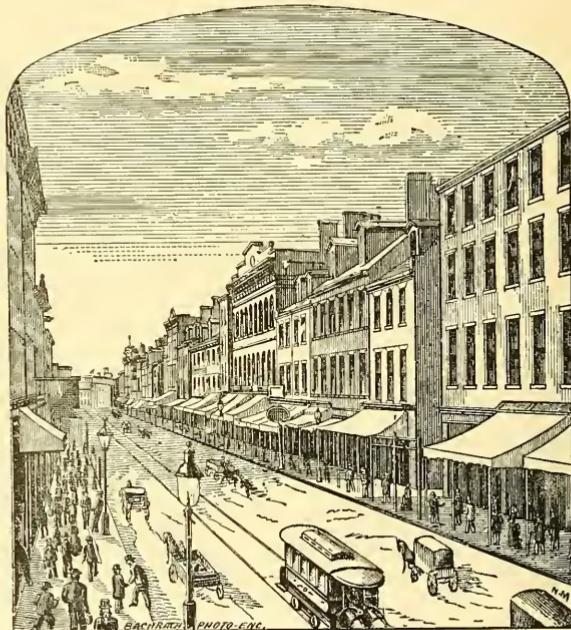


HOTEL AT ROANOKE.—At junction of Norfolk & Western and Shenandoah Valley Rds.

mercial negotiations. The great bulk of this crop has hitherto found its best markets in Richmond, Petersburg and the Western Cities of Virginia, where it is largely manufactured. There is at present no tobacco factory in Norfolk, but we regard this industry as among the possibilities of the near future.

There is still another railroad now in contemplation which, when built, will exercise a powerful influence upon Norfolk's trade by bringing to this port for rapid transmission to the North a large proportion of the early truck grown in the eastern section of Carolina and now transported to the Northern markets by coasting vessels. We refer to the Eastern Shore Road which is designed to run from Delmar, in the State of Delaware, where it will connect with the great Pennsylvania System, down through

the peninsula on the eastern shore of Chesapeake Bay, to the town of Cherrystone near Cape Charles, to and from which point trains will be conveyed on board powerful steam barges to Lambert's Point and thence to the terminus at our suburban village of Brambleton. Among the projectors of this important scheme are some of the ablest and most experienced railroad operators in this country and we have every confidence that it will soon be carried into effect. When this road is completed it will afford the shortest route, by several hours, to New York and the North-eastern States enabling travellers to leave Norfolk in the afternoon and breakfast the following morning in the Metropolis. Our trucking and



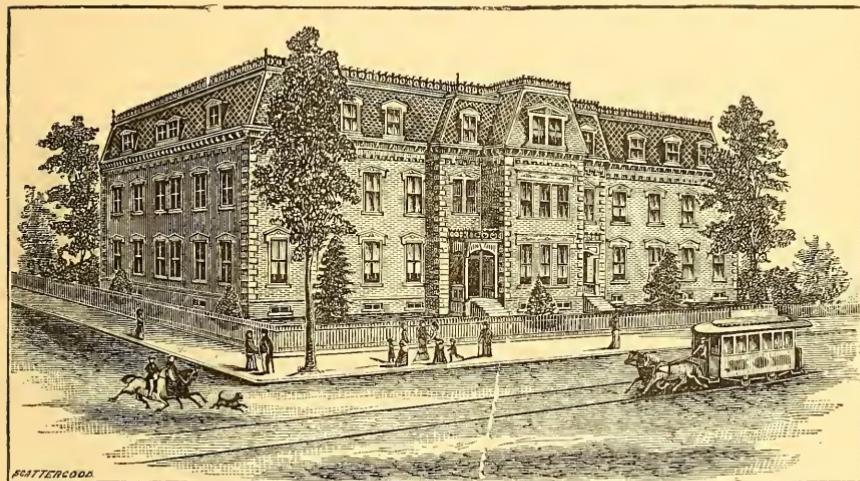
MAIN STREET, LOOKING WEST FROM CHURCH STREET.

other interests will also be greatly benefitted by this quick transit of perishable commodities.

It must be admitted, from the above showing, that in the matter of Railroad communications, Norfolk is preeminently blessed among Cities. Nor is she second to any seaport in the world of her size and population, as regards the number and capacity of the regular Steamboat Lines carrying passengers and freight to and from her piers. While disclaiming all intention to make "invidious distinctions," we shall refer to them in that order suggested by their several influences upon Norfolk, *as a Business Centre*, so far as the information at our command enables us to discriminate.

The line which perhaps occupies the most conspicuous place, by reason of its connection with the various railroads having their termini in our City, is the Old Dominion Steamship Company, which connects us with the great commercial Metropolis of our country—New York—and which for seventeen years, or more, has admirably met the demands of trade with its fine fleet of coastwise steamers running to and from our port three times a week, or oftener when occasion requires. A controlling interest in this line was purchased in February, 1882, by the Norfolk & Western, Seaboard & Roanoke and Chesapeake & Ohio Railroads, as a measure of self-protection and in the interest of Norfolk's trade.

The Bay Line gives us a daily passenger steamer between this port and Baltimore, with additional boats exclusively for freight, and hospitably maintains its reputation as, in more senses than one, *a good feeder!* The



NORFOLK COLLEGE FOR YOUNG LADIES.—GRANBY STREET.

"floating palaces" of this company are at all seasons well patronized by the travelling public who have learned to fully appreciate the advantages of speed and economy, especially when combined with substantial physical comfort.

The Clyde Lines carry immense quantities of cotton and other produce to Philadelphia and the Northern markets and return to us laden with such manufactured articles as our necessities demand.

The Merchants' and Miners' Transportation Company affords us direct access to Boston and the other great manufacturing Cities of New England, whither a considerable portion of our cotton for foreign and domestic consumption, finds its way annually.

Besides those above mentioned, we have two steam lines running to Washington, and one to Richmond, while multitudes of smaller craft ply

continually to and from the numerous towns, villages and "landings" on the rivers and sounds along the coast.

For many years past Norfolk has been one of the leading wood and lumber markets on the Atlantic. The canals and rivers which penetrate the great white-oak and pine forests of eastern Virginia and North Carolina afford cheap water transportation for the wood grown and lumber manufactured upon their banks, and the number and capacity of the saw mills tributary to this port are increasing every year. Besides the enormous quantities of timber and lumber passing through Norfolk for domestic consumption, the trans-Atlantic trade in these commodities has of late years assumed very respectable proportions, although it may still be regarded as in its infancy. With the persistent application of that "push" which is one of the leading characteristics of our mercantile community, there can be little doubt as to the possibility of building up the export lumber trade until it becomes a source of magnificent revenue.

It is now, we presume, generally known that Virginia has become, within the last decade, the largest Peanut producing State in the Union, and that Norfolk is, *par excellence*, the peanut market of Virginia—that is, of the world—except, perhaps, Marseilles, France. Our trade in that article now exceeds a million and a half dollars annually, but has hitherto been conducted almost exclusively with our own Northern and Western Cities. Indeed, no systematic effort has yet been made to create a foreign market for this valuable crop, but when its cultivation becomes more general, the surplus production will doubtless find a profitable sale abroad.

We feel a certain undefined delicacy, in which we trust our readers will sympathize, in referring to that modest but powerful factor in our commercial economy—the world-famous Norfolk Oyster. The whole of our harbor, with the adjoining estuaries, may be described as a vast oyster-bed, and the "crop" is simply inexhaustible. Epicures and *gourmets* have agreed in pronouncing the Norfolk variety of this delicious bivalve to be the very finest yet discovered, as to both flavor and substance. Who has not experienced a sudden accession of appetite at the very mention of the choicest fruit-garden of the ocean—Lynnhaven Bay—which lies at the mouth of our river? Nearly all the shallow tide-water inside the Capes of Virginia abounds with these nutritious testacea, and the trade they supply is very considerable. Many thousands of laborers find profitable employment in gathering and preparing for shipment this rich harvest of Nature's own sowing, and handsome fortunes have been realized in this important branch of our commerce. Nearly *two millions of bushels* pass through our market annually for distribution throughout the Old as well as the New World, and there is still plenty of room for multiplying the production almost *ad infinitum*.

Our shoal waters also teem with an infinite variety of delicious fish, and the low lands of the eastern shore, watered by numerous rivers and

creeks, form the natural feeding-ground of countless ducks, geese, swans and other wild fowl, with which our market is always abundantly supplied.

The delightful climate of Norfolk is one of its chief attractions to the sojourner within our borders. Exempt alike from the extremes of heat in Summer and of cold in Winter, its atmosphere is always temperate and salubrious, being softened and purified by the "restless breath of Ocean." For many winters past, invalids from the North and West have sought shelter among us from the severity of their own climate, and many others who have merely intended to rest here for a day, *en route* to Florida or some other Southern sanitarium, have found in our genial latitude all that



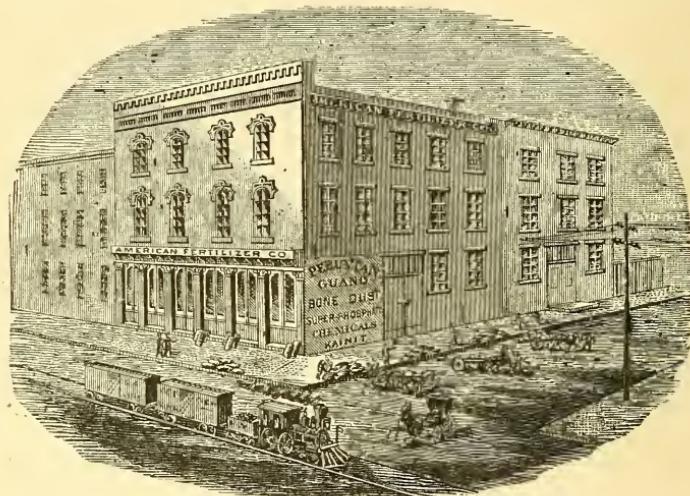
S. A. STEVENS & CO'S.—MAIN AND GRANBY STREETS.

they sought, and have remained with us for awhile, to their great and lasting benefit. Snow and ice occasionally visit us about Christmas time as if to remind us of the recurring season, but it is very rarely that we suffer any inconvenience from the continuance of cold weather. While the harbor of Baltimore is frozen up every year, such a thing has not happened in Norfolk since the memorable winter of 1856-57, which was the severest season of this century.

But if the Winter be mild and genial, the Summer in this favored locality is simply delicious, especially when compared with that of the Northern and interior Cities. The ocean breezes seem never to grow weary in fulfilling their merciful mission towards those who are unable to

escape from the over-heated City, while the watering places of Chesapeake Bay and the ocean beach are within an hour's run, by rail or water, to those more fortunately situated. Another great source of health and comfort is the excellence of the surf bathing at these summer resorts, which is nowhere surpassed for convenience and safety. There is splendid fishing, moreover, which the disciple of the "gentle art" can enjoy to his heart's content. Our seaside Hotels also compare most favorably with those of the fashionable, and *expensive* resorts of the North, and the visitor will find upon their tables all the delicacies of the land and the sea—fish, crabs, oysters, vegetables and fruit—in great abundance and of the finest quality, according to their seasons.

Our laboring classes enjoy exceptional advantages over those of almost every other section, from the great variety of our leading industries, some

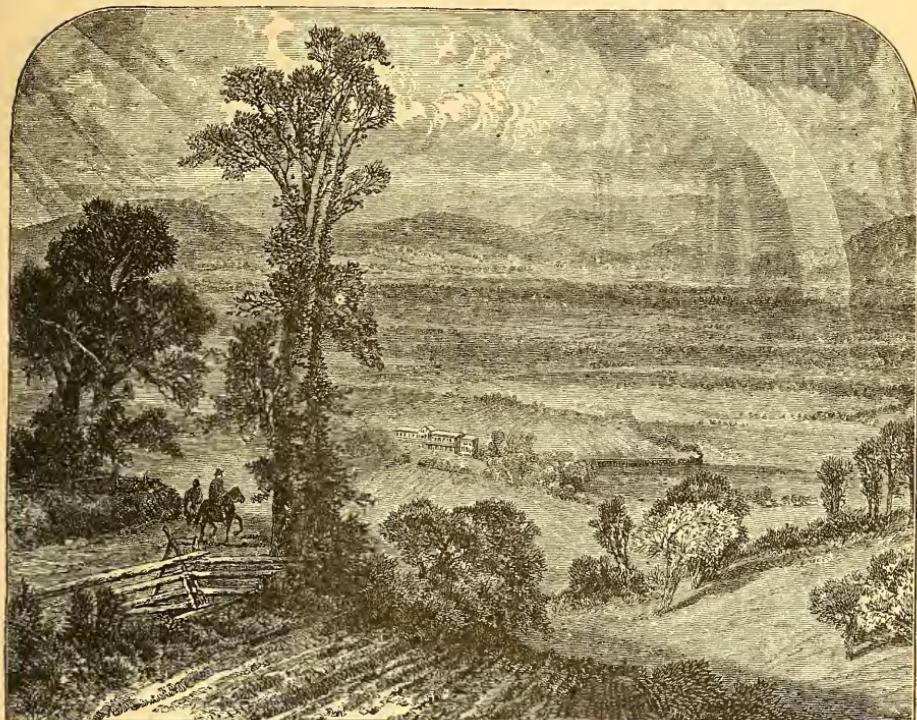


AMERICAN FERTILIZING CO.'S WAREHOUSE.—C. L. UPSHUR, Pres't.—Water Street.

of which are certain to be at all times in need of additional assistance to meet the press of business. The whole region round about Norfolk is little else than an immense garden in which are raised the early vegetables and fruits for the Northern markets. From early in the Spring till late in the Fall a constant succession of crops employ a large force of field hands, and thousands of men, women and children are daily engaged in gathering, packing and shipping the products of our "truck farms," at wages that are always fairly remunerative and often liberal. We have seen as many as fifteen hundred hands at a time on one farm picking strawberries, at an *average* rate of \$1.25 per day, including women and children.

The enormous quantities of Apples, Pears, Peaches, Water-melons, Cantaloupes, Kale, Cabbage, Cauliflower, Spinach, Lettuce, Radishes, Turnips,

Tomatoes, Asparagus, Beans, Peas, Irish and Sweet Potatoes, Beets, Onions, Celery and other Fruits and Vegetables raised in this section would seem almost fabulous to one who has not himself witnessed the vast scale on which this business is conducted. The products of this industry alone give ample employment, during the season, to the magnificent steamships running between this City and New York, Boston, Philadelphia, Baltimore and Washington, the capacity of which is sometimes taxed to its



BLUE RIDGE SPRINGS, N. & W. R. R.—View from Wild Cat Knob.

utmost limit to furnish the necessary transportation ; the New York line frequently dispatching two steamships per day, loaded with vegetables, and we have known a single boat of this line to carry 12,000 barrels of potatoes, besides other cargo, on one trip.

The natural fertility of our soil, maintained and enhanced by skillful treatment, together with the mildness of the climate, enables many of our "truckers" to produce two—and occasionally even *three*—successive crops from the same land during one season ; and it is a very general practice among our farmers to reap a good crop of corn in the Fall from the soil which in the Spring had yielded a rich harvest of early vegetables.

By a fortunate agreement of seasons, the truck crop is no sooner disposed

of than the Oyster business demands attention, and the same labor which has gathered the fruit of the soil is now available for securing the treasures of the sea. As we have stated, the Oysters and Fish of our waters supply exhaustless products at the simple cost of gathering, and thousands of our people earn a comfortable livelihood during the Fall and Winter months in gathering, packing and shipping them to Northern and Foreign markets.

Until within the last few years Baltimore almost monopolized the Oyster trade, but the superior conveniences of our situation and climate have given our packers an advantage which is now generally appreciated. This branch of our trade, already large, as we have said, is capable of almost infinite expansion. In addition to the Oyster, great quantities of Fresh Fish and Crabs are shipped by the dealers to all parts of the North.

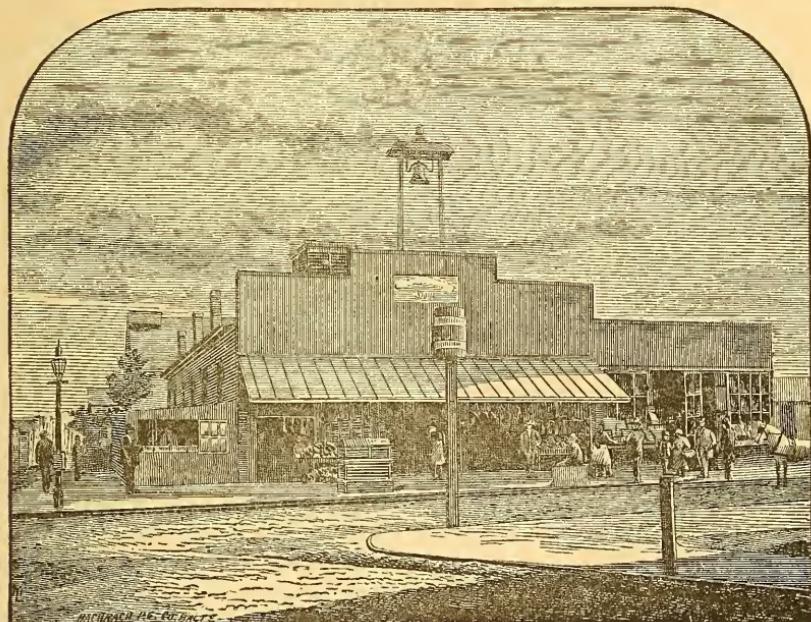
As the commercial centre of Eastern North Carolina and Tidewater Virginia, Norfolk has always concentrated the Corn trade of these sections. Prior to the war the rich bottom lands of the rivers which permeate the coast of these two States were among the largest corn producing regions in the country, and Norfolk became one of the most important Corn markets of the Union. In those days, however, the railroad system of the country was but imperfectly developed, and there was little or no competition for the freights of the West. The cost of transporting corn to the seaboard was, consequently, almost prohibitive, and even since the war the farmers of Iowa have found it more profitable to burn their corn for fuel than to ship it as produce.

The railroad competition, however, which has distinguished later years, has removed this barrier to the agricultural industry of the West, and corn from its over-flowing granaries is now pouring into the seaboard Cities at remunerative prices. At the same time the farmers of Virginia and North Carolina have recovered in a great degree the prosperity of ante-bellum days, and are again bringing under cultivation their naturally fertile lands. The result has been a very marked increase in our Corn receipts, with every prospect of a still greater improvement. With our extended railroad connections there is no reason why a large portion of the Western Wheat crop should not also be attracted to our market. When it is remembered that Norfolk is situated 150 miles nearer the sea than Baltimore, it would seem that the very logic of geography should secure to us preference over that City as the point for shipment, provided we can offer equal transportation facilities. And this we can now do through the expanded connections of the Norfolk & Western, and the completion of the Chesapeake & Ohio Railroad to Newport's News.

And not only as a domestic market and point of export does Norfolk offer peculiar advantages. She recognizes no superior in America as a port of entry also. Directly connected with England by two steamship lines and a numerous fleet of sailing vessels engaged in the cotton trade,

and also with all the chief cities of the North by regular steam lines inferior to none in capacity and strength, Norfolk enjoys every facility for the importation of foreign wares at the lowest freights, as well as for the purchase of domestic manufactures at as favorable rates as can be obtained elsewhere in this country. Our merchants buying from first hands could thus duplicate all bills at Northern prices, giving their customers the benefit of the difference in freight.

For Norfolk's future as a great Commercial Centre we now entertain no fear. By slow degrees, and in defiance of many adverse circumstances, she has moved steadily along in the march of progress, until, at last, her



QUEEN STREET MARKET.

claims have been fully established and her great natural advantages recognized, at home and abroad. Her trade in its various branches has continued to improve, and is now in a more prosperous condition than ever before. Her municipal affairs are unembarrassed and her external relations on a most satisfactory footing. Her manufactures have increased in number and importance and the value of her real estate has advanced beyond precedent. Cotton buyers from England and the Continent, representing the largest dealers in the World, are to be met with on our streets during the season, availing themselves of the unusual facilities afforded by our market for the purchase and shipment of this great staple product of our tributary soil. The depth and safety of our harbor offer unusual attrac-

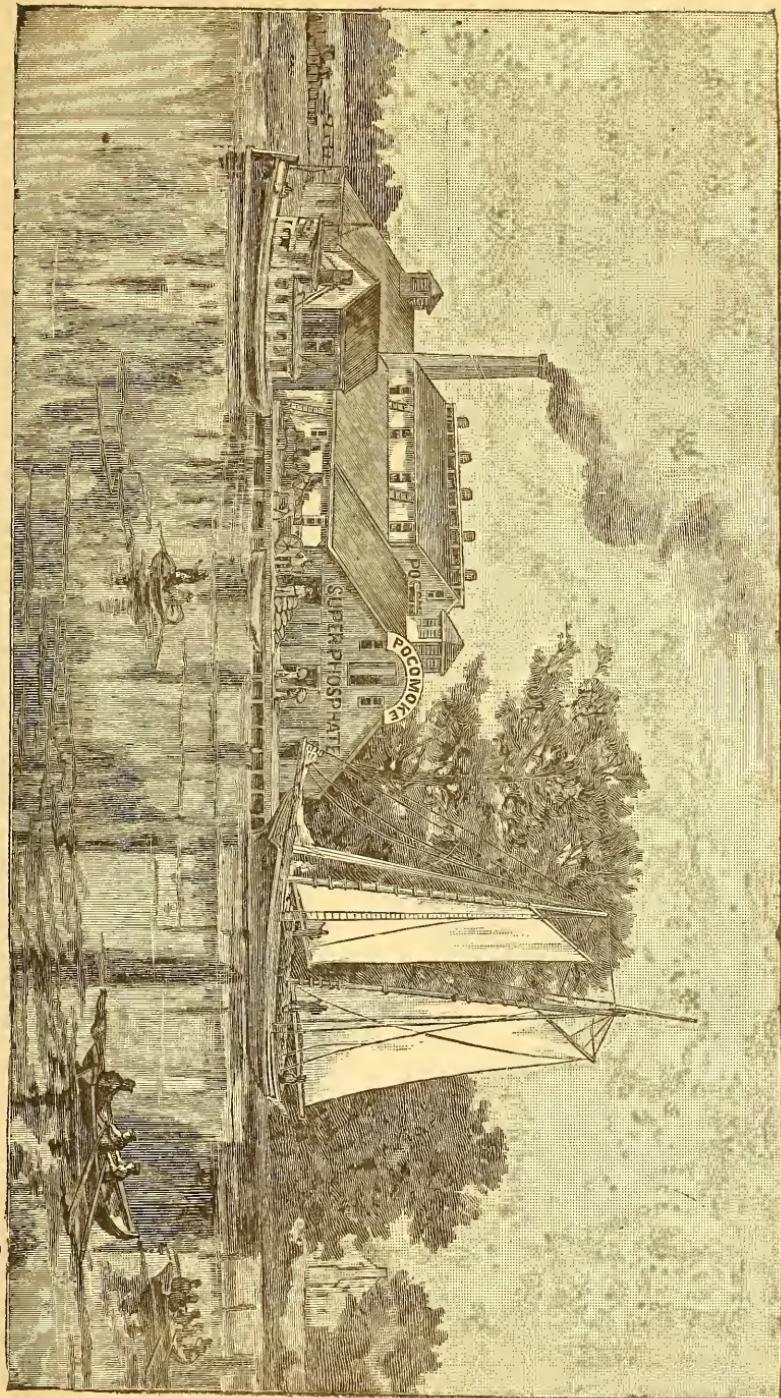
tions to ships of the largest class, while our port charges and wharfage rents are more reasonable than those of other American sea-ports. And, finally, the activity, liberality and enterprise of our merchants and manufacturers give ample assurance that the succeeding pages of our City's history will be adorned and brightened with the fulfilled hopes and redeemed promises of to-day.

So much, then, in support of our volume's title—"Norfolk as a Business Centre." Our sketch has been less in the nature of an argument than of a simple narrative of such facts as would assist us in tracing accomplished results to their legitimate, although sometimes remote, causes, and we have endeavored throughout to avoid such undue depth of coloring as would expose our picture to the suspicion of infidelity or exaggeration.

But before closing this preliminary chapter it will be well to enumerate briefly some of those "Principal Industries and Trades" to which Norfolk owes her commercial importance and prosperity, premising, however, that a separate and more detailed notice will be devoted to each, in its proper place, in the later pages of this edition.

A Cotton Manufacturing Company was organized in 1880 by a number of our citizens, assisted by a few Northern capitalists, and is now doing an excellent trade. The success of this enterprise will no doubt provoke competition, and we may expect to see other cotton factories at work here before long. With easy and direct access to the plantations which produce the raw material, as well as to the great coal fields of Western Virginia, it must be obvious that our position is favorable as compared with the New England States, and there is no reason that we know of why Norfolk should not become a great cotton manufacturing City as well as a great cotton market and sea-port. Distance and a severe climate are the natural enemies to the manufacturing industries, and against these our rivals at the North must always have to contend.

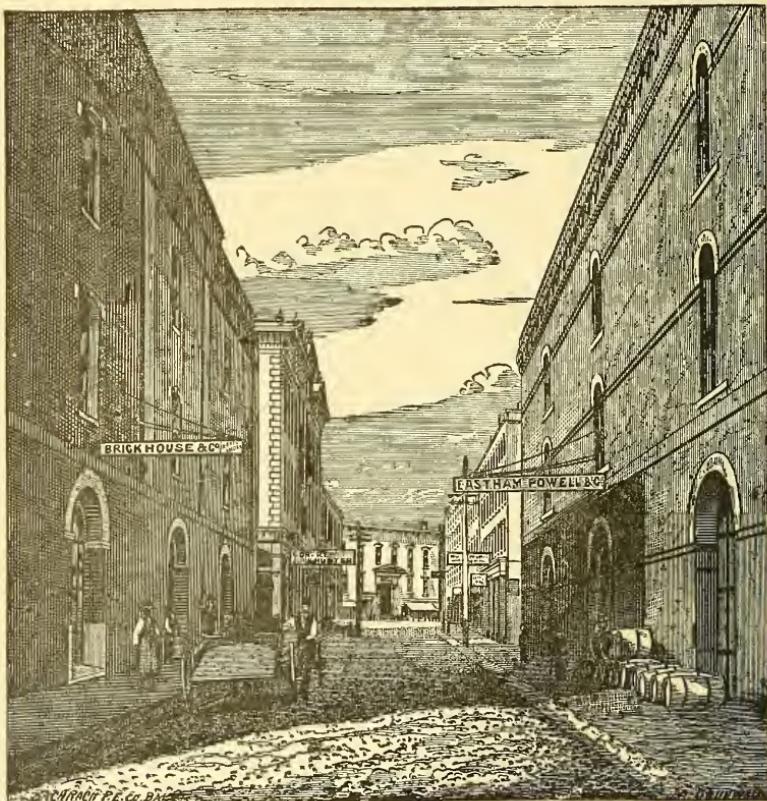
The consideration of the cotton question, in its various stages, and of the great benefits which it has conferred and continues to confer upon our City, suggests to us the advisability of manufacturing the bagging in which it is baled, and thus again entering into competition with the Northern factories. At present the jute of which this bagging is made is imported in its crude condition to New York where it is manufactured and sold at a large profit to Southern consumers. Of the manufactured article some 4,000,000 yards pass through Norfolk annually, and it has occurred to us that this would be an admirable point for both its importation and manufacture. It could be carried here at small expense by cotton ships, which seldom arrive with a full cargo, and the cheapness of labor in this vicinity, combined with our excellent lines of transportation to the cotton region, would enable us to compete successfully with those less favorably circumstanced. We may mention that a very good quality of jute has been grown in the Eastern Counties of Carolina, and we have no doubt



FREEMAN, LLOYD, MASON & DRYDEN'S FERTILIZER FACTORY, AT POCOMOKE, MD.

that extended experiments would result in its profitable and permanent cultivation.

Before leaving the subject of Cotton, it will not be amiss to mention the increasing demand for Oil Cake which is made of compressed cotton seed and is shipped in large quantities to Great Britain and the Continent as a condition-food for cattle. It is a lucrative and growing branch of trade and we would suggest the advantage of conducting it in this neighborhood, and thus securing for our people the additional benefit of manufacturing this article at the shipping port.



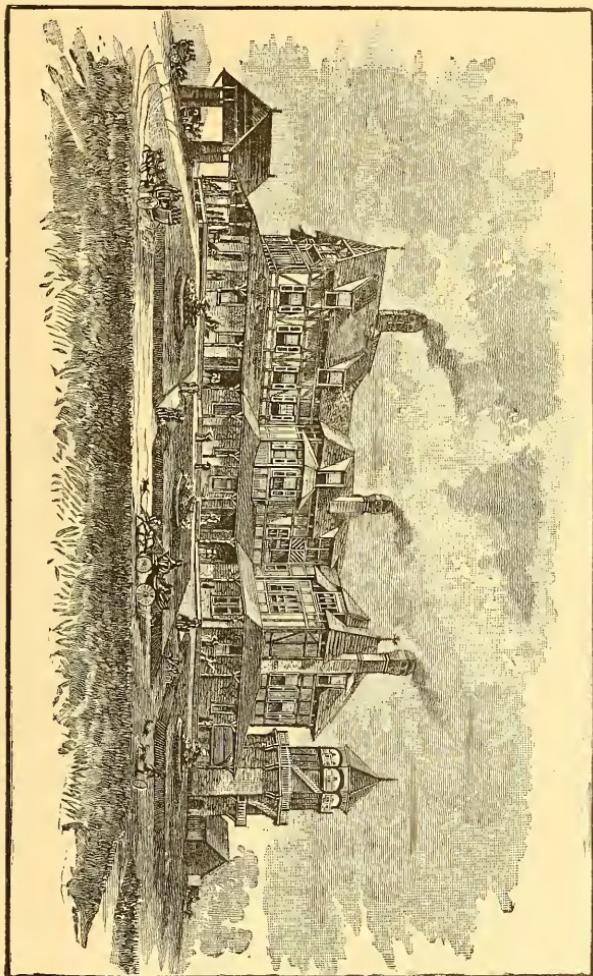
COMMERCE STREET—BETWEEN WATER AND MAIN STREETS.

The manufacture of Fertilizers in our immediate vicinity has, of late years, grown to be one of our most important industries, and there are now several flourishing factories for this commodity within a very short distance of the City, which, between them, have almost monopolized the trade of the Eastern sections of Virginia and the Carolinas. Baltimore and Philadelphia still supply hundreds of thousands of bags in which these Fertilizers are packed, but a bag factory has recently been established in

Petersburg, Va., and it is reasonable to expect that Norfolk, being such a large consumer, will shortly follow the good example set by our sister City.

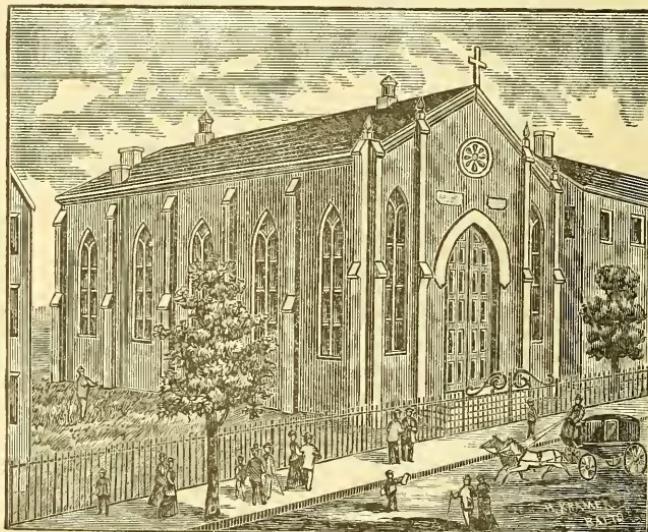
Ship Building is another industry for which our port is admirably adapted, but which has hitherto been sadly and unaccountably neglected.

INN AT LURAY, PAGE CO., VA.



Nowhere can be found a situation better suited by Nature and circumstances for carrying on this business than Norfolk Harbor, and yet it has never been attempted here by private enterprise, on any considerable scale, since the infancy of the first settlement, now more than two centuries ago. We have "ample room and verge enough," together with a sufficient depth of water, for building and launching the largest vessels, while an abundance of wood and iron, of the best quality, is near at hand, and therefore

comparatively cheap. Add to this the important consideration that in our temperate climate active out-door work can be carried on, almost without interruption, during the whole year, and the pertinent question, "Why is not Norfolk one of the great ship-building stations of the world?" will be difficult to answer. But here, again, we are constrained to express our firm conviction that some considerable portion of the enormous accumulations of capital now lying almost idle in many parts of the country must, ere long, seek just such investments as we have indicated above. "Some day," too, we may reasonably expect some enterprising capitalists to construct here a Sectional Dry Dock which is indispensable to the thorough overhauling of ships in need of repairs. The want of such an institution has already proved a serious drawback to our commercial progress, and if

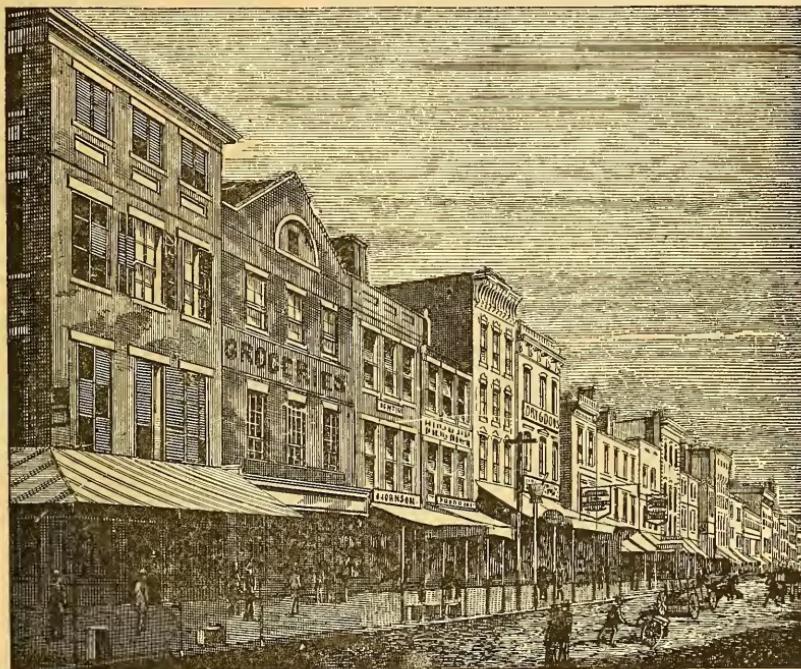


DISCIPLES' CHURCH—FREEMASON STREET BET. BANK AND BREWER.

we desire the establishment of regular and permanent lines of foreign or coastwise steamships, with Norfolk as one of their termini, we must make such provision for their repair as accident or decay may render necessary, instead of sending them off to other ports in search of suitable accommodation.

But it affords us pleasure and encouragement to be able, in this connection, to refer to a corporation whose services have already been extremely valuable and promise to become still more so as its business and facilities increase—we mean the Baker Salvage Company of Norfolk,—the only wrecking company operating on this coast, south of New York. Three years have not yet elapsed since its incorporation, but it has saved property of the aggregate value of several millions of dollars, and is at the present time engaged on important salvage work at Washington, D. C., in

Mexico and on the coast of South America. Several ocean steamers, with valuable cargoes, and innumerable schooners and other small craft, which would have become total losses but for their timely service, have been floated, rescued and brought safely into port by expeditions sent out by this enterprising company, which is composed and officered exclusively by practical business men of this City. The company owns two steamers, three sailing vessels and several pontoons, together with complete and abundant wrecking apparatus, and can fit out and dispatch an expedition at a moment's notice, to the relief of any vessel in distress; and there are several steamers and other craft now carrying valuable freights and earn-



MAIN STREET—LOOKING EAST FROM BANK STREET.

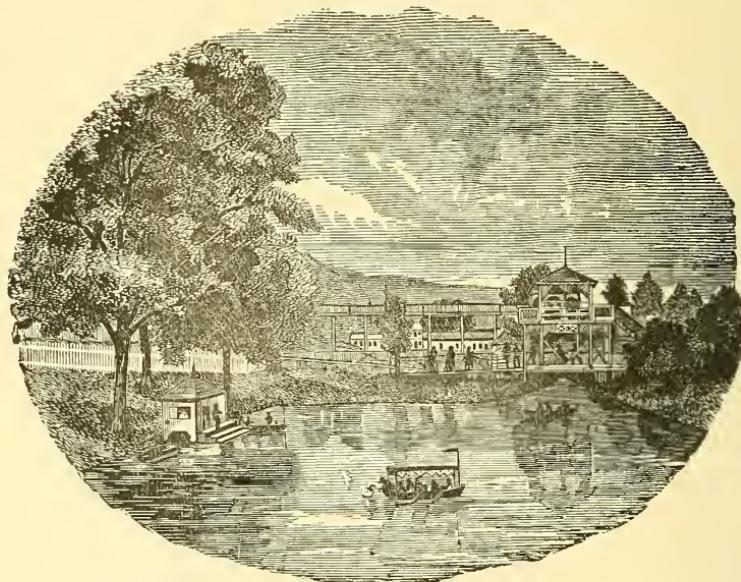
ing handsome profits for their owners which have been raised from the bed of the ocean by the efficient crews in the employ of the Baker Salvage Company, whose existence at this central point on the seaboard should alone prove a strong argument with ships' captains in favor of seeking a cargo to or from this port.

Of the lumber trade of this district we have already said sufficient to indicate its magnitude and importance, which are still on the increase. Year by year new saw-mills spring into existence and extensive additions are made to the old ones. Huge piles of lumber are to be seen on our wharves in every direction awaiting shipment, and the value of this one

commodity manufactured and handled here annually may be reckoned by millions of dollars.

We have also several Peanut "factories," supplied with patented machinery for polishing and cleaning the hulls of these tuberous delicacies. These factories employ several hundreds of hands, principally females, and are therefore a great boon to the City. Norfolk handles about five-sixths of the whole Virginia crop which is distributed from this point over the North and West.

There are many other interests busily at work in our City which add their welcome quota to the general welfare and furnish thousands of our industrious people with the means of earning a sure and comfortable livelihood, and these will receive due attention under their appropriate heads.



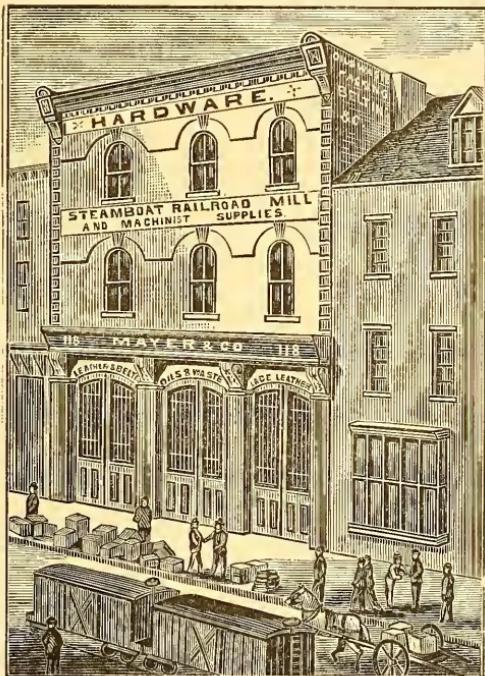
BLUE RIDGE SPRINGS.—VIEW FROM THE LAKE.

But before closing our sketch and proceeding to the consideration of the hard facts and figures upon which it is based, we will venture to tax the patience of our indulgent reader for a few more minutes while we briefly review some of the more superficially apparent characteristics of our thriving and progressive City.

To begin with, our streets present at all times a scene of active, healthy and cheerful industry, such as would have met with the warm approval of the Apostle who admonished the Romans to be "not slothful in business;" and the observant visitor is at once impressed with the fact that the community is fully alive to the value of time and opportunity. Most of our resident families are of British descent, and the social traditions of

the mother country have not been entirely extinguished. Vulgarity and snobbery, in all their forms, are as intolerable here as in the Capitals of Europe, while there is a total absence from our society of that exclusiveness which would refuse to the stranger, just because he *is* a stranger, a hearty and cordial welcome.

We have an excellent Street Railway service which already reduces distance, within the corporate limits of the City, to insignificance, and extensions are now contemplated which will connect the central business thoroughfares with the most populous and important suburban points. Our Hotel accommodations are almost perfect. Our system of Public



MAYER & CO.'S WAREHOUSE—WATER STREET AND MARKET SQUARE.

Schools is good, as far as it goes; primary and grammer Schools are already provided, and the addition of a High School, which must soon be established in response to the growing demand, will make it complete. Our private Seminaries, both for girls and boys, are of a very superior order, and take front rank among the many institutions in which our citizens take just and honest pride. Norfolk's business men, moreover, have taken the initiative, so far as Virginia is concerned, in providing a first-class educational establishment on a strictly commercial basis, and the Norfolk College for Young Ladies, one of the most flourishing schools in the South, is the property of a local joint stock company.

Churches, representing all religious denominations and every school of architecture, are to be met with at frequent intervals; and Asylums, Hospitals, and other monuments to the divinely implanted benevolence of the human heart, occupy some of the most conspicuous sites in the City. Our Public Buildings also compare favorably with any in the country, while our banks, stores and warehouses reflect the utmost credit upon the enterprise of our business men.

Norfolk probably supports more newspapers than any other City of her size and population in the United States, if not in the world. There are four dailies, the *Landmark* and *Virginian* being published in the morning, and the *Public Ledger* and *Erening News* in the afternoon. Besides these, with their weekly editions, we have two excellent weekly papers, the *Sunday Gazette* and the *Weekly Herald*. And these are not all, for our Sister City across the river—our “other half,” as we delight to regard her—publishes the *Portsmouth Enterprise* and *Portsmouth Times*, daily; and the *Tidewater Times*, *Virginia Granger* and *Portsmouth Observer*, weekly. All of these journals enjoy a good circulation and a liberal advertising patronage, and exercise a useful influence through the extensive territory which they overspread.

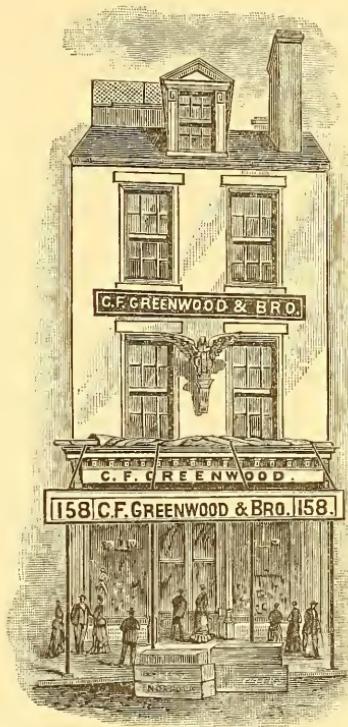
As a corporation, our credit is high and our taxes low. We have excellent banking facilities, together with a patriotic disposition on the part of our financial institutions to promote legitimate business enterprise. Our Fire Department and Water Supply are exceptionally good, and our system of Drainage is perfect. Moreover we have recently adopted the Brush-Swan Electric Light for our streets and public buildings, and the fall of night upon the land is now but the signal for a brilliant illumination of our thoroughfares.

In the matter of amusements Norfolk is by no means badly off. Van Wyck's Academy of Music is one of the handsomest and most perfectly equipped Opera Houses in the whole country, and a week rarely passes, during the Fall and Winter months, in the course of which its boards are not occupied by the leading dramatic or operatic talent of the day. We have also an excellent amateur musical association, of which Santa Cecilia is the tutelary patroness. This Society has a numerous membership from among our “best people”—ladies and gentlemen—and gives frequent public entertainments, assisted by professional *artistes*. Shooting and fishing afford endless delight to the sportsman, for game and fish are plentiful. Capital fox-hunting can always be had in our immediate neighborhood in the Winter; while boating excursions and trips to the seaside, riding and driving, surf bathing and yachting can here be indulged in to the heart's content during the balmy months of Summer, which melt away only too quickly, like the bright enchantment of a dream. And in addition to these enjoyments which belong to our own vicinity and may be had for little more than the mere trouble of accepting, our residents and

visitors can at any time board one of the splendid passenger boats and take a coasting trip either North or South, or on the lovely land-locked Bay of Chesapeake ; or else they can with equal ease take the train, and after a few hours' comfortable travel through exquisite scenery, reach the grand and picturesque uplands of Western Virginia where many marvels of Nature and art await their admiration ; as, for instance, the Colossal Bridge, near Lexington, of the Supreme Engineer's own building; the wonderful and fantastic caverns of Luray ; the health-restoring mineral springs at Blue Ridge and elsewhere ; the boundless Forests, the noble streams and leaping waterfalls, to say nothing of the busy mines and furnaces, tunnels and viaducts, which bear witness to the energy and ingenuity of industrious man.

It is well known to those who have honored the preceding volumes of this series with their careful perusal, that we have always been strongly in favor not only of extending our City Limits so as to include the outlying villages of Atlantic City, Brambleton and Berkley, with the intermediate land now lying waste, but also of the much grander scheme of consolidating with us the City of Portsmouth and its suburbs, thus forming one large and influential municipality of nearly sixty thousand inhabitants, having one government, one splendid harbor, one citizenship, one name, one identity and one common interest. Within the broad area of the new City's boundaries there would be plenty of room for everything except those small jealousies which have heretofore been known to mar the ought-to-be harmonious relations between the respective inhabitants of the "Twin Cities." Such a measure as we have indicated would result in the reduction of the public expenses, together with the greatly enhanced value of real and personal property, and, above all, the consolidated corporation would rejoice in that added self-respect which belongs of right to numerical greatness, and also in that strength which proverbially attaches to Union.

Once more we avail ourselves of the opportunity now afforded of urging upon our readers and the public-spirited members of each community the



C. F. GREENWOOD & BRO., Jewelers.

advisability, if not necessity, of bringing about this amalgamation of our interests and our forces, in order that we may, with recruited energy and redoubled power, assert our proper position among the great Cities of the Nation.

We now lay aside our pencil, for our sketch is completed. It is but an outline-drawing at the best; but it has been our honest desire to produce a faithful *portrait* rather than a flattering *picture*, and we leave it to the intelligent and impartial public to decide whether our work shall be awarded the credit which we have striven to secure for it, or be consigned as a failure to the pitiful doom of perpetual obscurity. We frankly admit that the foregoing essay is sadly deficient in literary merit; but, as we have claimed nothing for it on that score, the fear of adverse criticism has not alloyed the gratefulness of our task.

Our object has been to direct the attention of the outside world to Norfolk's natural and acquired advantages as a Great Commercial Centre, where capital can always find safe and profitable investment and where honest labor can at all times command steady and lucrative employment; also, to point out to her own people how these advantages might in some respects be improved and developed. If this has been accomplished we are more than satisfied.

To those who have never visited our shores we extend a warm invitation and promise a cordial welcome. To our fellow citizens of Norfolk and Portsmouth we tender our hearty congratulations upon the continued and marked improvement which their trade has shown in all its branches since the publication of our third edition two years ago. From all we would ask a patient perusal of this volume to its end, for it contains the record of a busy, thriving and virtuous community. But be merciful to the shortcomings of the humble historian who now craves your clemency, and lenient in your verdict upon his work, remembering that

“ In Faith and Hope the world will disagree,  
But all mankind's concern is Charity.”



TRADE NOTICES

And

ANNOUNCEMENTS.

## OUR BUSINESS EXCHANGES.



### THE MERCHANTS' AND MANUFACTURERS' EXCHANGE OF NORFOLK AND PORTSMOUTH.

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**T**HIS important and influential organization, which takes the place of a Board of Trade among the Merchants, Manufacturers and Shippers of the "Twin Cities," was revived and reconstituted in 1883, and is now in active and useful operation. Its objects are to disseminate general commercial information, reconcile differences, adjust claims, regulate freights, watch over and protect the mercantile interests of the double sea-port and oppose all attempts, no matter where, when, or by whom they may be made, to discriminate in any way to her disadvantage. The membership of this Exchange is numerous and comprises the leading business men and firms among the Bankers, Manufacturers, Merchants, Shippers and Wholesale Dealers of both Cities. The following gentlemen compose the present officers and managers of the Exchange, and their names cannot fail to inspire the utmost confidence among those who maintain commercial relations with Norfolk and Portsmouth: President, Wm. F. Allen; First Vice President, M. L. T. Davis; Second Vice President, Wm. C. Dickson; Treasurer, E. T. Gwathmey; Secretary, Washington Taylor; Assistant Secretary, C. R. Camp; Board of Managers, Wm. F. Allen, M. L. T. Davis, Wm. C. Dickson, E. T. Gwathmey, Washington Taylor, R. Y. Zachary, Luther Sheldon, E. T. Powell, T. A. Williams, Joseph H. Parker and C. A. Nash. The Merchants' and Manufacturers' Exchange intends shortly to erect a handsome and commodious building, with ample facilities for discharging its important functions, on a site already purchased for that purpose on the corner of Commerce and Elizabeth Streets in this City, and it is perfectly safe to predict that the usefulness of this Association will increase in proportion to the demands made upon it by our expanding trade.

## THE NORFOLK AND PORTSMOUTH COTTON EXCHANGE

was organized in 1874 and incorporated in 1877. Its officers are: Geo. L. Arps, President; W. H. Morris, Vice President; W. D. Rountree, Treasurer; Norman Bell, Superintendent and Secretary; and the following gentlemen form the Board of Directors, namely: E. Fachiri, E. C. Brooks, M. L. Eure, W. H. Holmes and James Maybrick. It is almost impossible to estimate the advantages which have accrued to our commercial interests through the labors of this most useful organization, but that the results of its supervision have been most beneficial may be gathered from the fact that on August 31, 1883, the closing day of the last cotton season, the Secretary was able to report to the President and Board of Directors that "the receipts were the largest yet recorded and afford the most satisfactory evidence of the favor into which our market has grown. Notwithstanding the magnitude of the movement, there has occurred no damage or delay from either fire or flood—the receipts being handled with ease and dispatch. The well established character of the capacity and facilities of our port is daily commanding recognition in all leading commercial centres." The total receipts for the season of 1874-5, when the Cotton Exchange was first organized, were 393,672 bales, while those of 1882-3 were 800,133—an increase in nine years of 406,461 bales. The membership list of this Exchange bears the names of all the leading cotton factors, dealers and brokers of both Cities, and its management has been excellent as is evidenced by the good it has accomplished. In fact it is not easy to understand how our cotton trade prospered as it did before the Exchange was organized, and it is still more difficult to imagine how it would now get along at all without the assistance and guidance of this corporation.



## HOTELS.

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 N arriving in Norfolk for the first time, the stranger cannot fail to be impressed most favorably with the superiority of our hotel accommodations; and this is admitted to be one of the best criterions by which to gauge the general commercial prosperity—or otherwise—of every city. It must be confessed that in this respect most of our Southern provincial towns are sadly deficient, and the traveller is certain to be agreeably surprised at the comfort and elegance with which he finds himself surrounded when he first accepts Norfolk's hospitality. But the explanation of this fact is simple enough. As the terminus of many busy Railroads and the calling place of many lines of passenger steamboats, the City receives and entertains many thousands of transient visitors during the year, and first-class hotels have been for many years past, not only an absolute necessity to the public but also a source of handsome revenue to their proprietors, who vie with each other in supplying the wants and increasing the comforts of their guests.

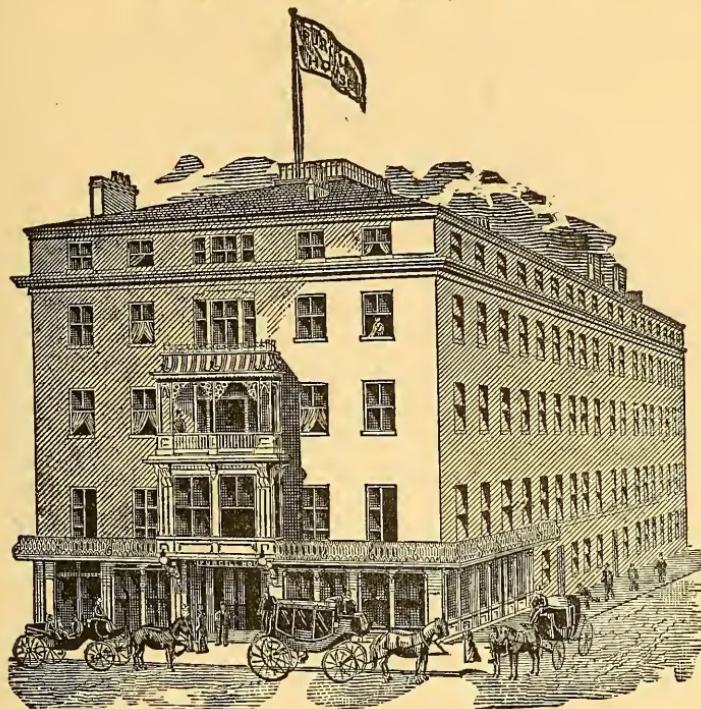
The buildings are all that the most fastidious could desire—lofty, commodious, well lighted and well ventilated, within easy distance of railroad depots, steamboat wharves, churches, places of amusement, street railways, banks, stores, &c., well furnished and provided with parlors, reception rooms and elevators; cleanly, comfortable, well managed and absolutely devoid of those trifling but numerous discomforts which usually render hotel life so unattractive.

Our markets are acknowledged to be among the very best in the whole country and abound in every variety of fish, game, fruits, vegetables and all other luxuries for the table. As these are for the most part the products of the land and water in our own immediate neighborhood, the Hotel charges at Norfolk are extremely moderate when compared with those of other Cities.



# PURCELL HOUSE

## NORFOLK, VA.



Having assumed the management of this well-known and popular Hotel, we beg to announce to our friends and the travelling public generally, that it is located in the most central part of the business section of the city, convenient to Steamboat Wharves and Railroad Depots.

The Dining Room, Reading Room, Reception Room, Parlors, Halls, Office and a large number of the bed rooms are heated by steam, thus affording a pleasant temperature in the coldest weather.

A special feature of the PURCELL, are a number of Sample Rooms on ground floor, with tables for exhibiting Merchandise.

The Street Cars pass immediately by, offering a quick, cheap and comfortable transit to nearly all parts of the city, also connecting in summer season with Steam Cars for Ocean View and Virginia Beach.

The Geographical location of Norfolk, with its magnificent harbor, salt water breeze and proximity to the Gulf Stream makes it an admirable Winter resort.

Wild game abounds in the fields and rivers near by, affording fine sport to those fond of hunting.

It is our intention to provide every modern improvement that can possibly contribute to the comfort of our patrons, and liberally furnish our table with the best the market can afford.

We respectfully refer to our experience at the Markham House, Atlanta, Ga., in 1879, 1880, and 1881, the St. James, New Orleans, winter of 1882 and 1883, and for the past eleven Summers at Blue Ridge Springs, Va., at which latter place we hope to again welcome our many friends. Terms \$2.50 per day.

Hydraulic Passenger Elevator. Electric Bells in Bed Rooms. The Bell Telephone in Office.

**PHIL. F. BROWN & BRO., Proprietors.**

**BUS AND BACCAGE WAGON ATTEND ALL DEPOTS AND STEAMERS**



BLUE RIDGE SPRINGS

Botetourt County, Virginia,



Immediately on the line of the Norfolk and Western Railroad,  
on Summit of Blue Ridge Mountains,

41 Miles West of Lynchburg, Va.

**OPEN FOR VISITORS**

**From 1st June to 15th October**

THE

Celebrated Ayspasia Water

**PHILIP F. BROWN,**

(of Purcell House, Norfolk, Va.,)

**PROPRIETOR.**

## THE NATURAL BRIDGE HOTELS,

THE New Hotels, FOREST INN and APPLEDORE have been united under one management; have a capacity for THREE HUNDRED GUESTS, and are two miles from Natural Bridge Station on the Shenandoah Valley Railroad, where the transfer is made in Tally-Ho Coaches over an excellent road. The Guests have the freedom of the grounds.

### The Natural Bridge Forest

Includes three square miles, in which rise three principal mountains 600 feet above the plain, two of which are connected "by the bridge, not made with hands, which spans the river, carries a highway and makes two mountains one." Every effort has been made to restore this area to its original state. The farm houses have been destroyed, fences removed and the fields sown in grass. Ten miles of carriage roads and bridle paths have been made which lead to the mountain tops, and a park is laid out with drives, lawns, open forests and vistas. Six or seven clear streams, bursting from caves, leap into Cedar Creek in cascades and waterfalls. The great Bridge, which stands next to Niagara of the wonders of the Continent, is of unstratified blue limestone, 80 feet wide, 60 feet span and 216 feet high; its mighty groined arch is as perfect as if cut with chisels, and shows no sign of cleft or displacement, or of its cause. It forms the gateway to a beautiful glen, where there are great trees, waterfalls and precipices, based and broidered with ferns, flowers, mosses and lichens. Within a few rods of this bridge and in the heart of this wonderful and beautiful forest, the Hotels are located, 1,600 feet above the sea, "in the path of the winds." They will be elegantly furnished, and have water, gas and all modern conveniences,

The Stable is supplied with trained saddle-horses, and the order of outdoor life includes tournaments and cavalcades. The management invite the pleasure-seeker and health-seeker. Every effort will be made to make the place home-like. Horses can be hired at special rates by the week and month. Private horses will be kept at \$12 per month.

ACCESS: Without change of cars from Philadelphia and New York *via* Shenandoah Valley Railroad. From Baltimore *via* Western Maryland or Baltimore and Ohio Railroad. From Cincinnati and the West *via* Chesapeake and Ohio Railroad. From Richmond and the East *via* Richmond and Alleghany Railroad. From Memphis and the South *via* Norfolk and Western Railroad. For terms, etc., address

E. H. FISHER, Superintendent,  
**NATURAL BRIDGE, VIRGINIA.**

# NEW ATLANTIC HOTEL,

Cor. HAIN and GRANBY STREETS, NORFOLK, VA.  
TERMS: \$2.50 and \$3.00 PER DAY, According to Location.



**R. S. DODSON, Proprietor.**

Enlarged, remodelled and refurnished, rendering it one of the handsomest structures in the South, possessing all the modern improvements, including first-class passenger elevator, electric bells, suites of rooms with hot and cold baths.

The especial attention of Tourists and Invalids is called to the fine climate of Norfolk and vicinity, and to the accommodations afforded by the ATLANTIC, where nothing will be left undone to render them comfortable.

Liberal arrangements made with families and parties by the month.

Letters and Telegrams to R. S. DODSON, will receive prompt attention.

## BANKS AND BANKERS.

"How are your banking facilities?" is a question which is very likely to be put by a capitalist or merchant who is in search of a good investment for his money or a lively market for his wares, for even capital and mercantile astuteness themselves are not independent of the Clearing House. Banks form the great medium of exchange between countries and communities, and not only constitute the bulwarks of trade but also offer very frequently the safest and most satisfactory investment for floating capital. The amount now invested in Norfolk's Banks aggregates something over two and a half millions of dollars, a sum fully equal to all the demands which our trade is likely to make upon it. Indeed it is among the happy experiences of our business men that money can at any time be obtained on good commercial paper at reasonable rates. The increase in the shipment of money into the country by our banks is shown by the fact that one of them sent to North Carolina \$1,500,000 in currency in one month.

Our Banks are all busy all the year round, but in the cotton season they are at their busiest, when it is hard to understand how prompt and accurate settlements could be made without the machinery of the Clearing House

which was established in 1871 and is composed of the Presidents and Cashiers of the following Banks, namely: Exchange National Bank, John B. Whitehead, President, George M. Bain, Jr., Cashier; Citizens' Bank, Wm. H. Peters, President, Walter H. Doyle, Cashier; Bank of Commerce, James E. Barry, President, W. S. Wilkinson, Cashier; Marine Bank, Walter H. Taylor, President, Hugh N. Page, Acting Cashier; Bank of Portsmouth, L. R. Watts, President, E. A. Hatton, Cashier, and the Banking House of Burruss, Son & Co.

The following figures for which we are indebted to the courtesy of Mr. Walter H. Doyle, the manager, show the respective totals of the Clearing House transactions during the month of November in each year beginning with

1876 .....	\$1,252,675.40	1880.....	\$2,024,200.02
1877.....	1,117,280.26	1881.....	2,626,233.68
1878.....	1,230,756.26	1882.....	2,648,818.91
1879 .....	1,500,925.61	1883.....	3,082,345.79

The Savings Banks of Norfolk, of which there are several, are conducted on conservative and judicious principles and greatly assist in promoting the material welfare of large numbers of our people—clerks, mechanics, laborers—who rely entirely upon their daily earnings and are unable to lay by money except in small amounts. Wild speculation and commercial gambling are as yet unknown here, and it is safe to assume that the Financial Institutions of Norfolk, under their present competent management, constitute together the strongest pillar in the edifice of our healthy and growing trade.

WM. H. PETERS, President.

WM. W. CHAMBERLAINE, Vice-Pres't.

WALTER H. DOYLE, Cashier.

# CITIZENS' BANK, OF NORFOLK, VA.

INCORPORATED UNDER STATE LAWS IN 1867.

Capital \$50,000. - Surplus \$35,000.

#### DIRECTORS:

WM. H. PETERS.	WM. W. CHAMBERLAINE.	GEO. C. REID.
CHAS. H. ROWLAND.	T. A. WILLIAMS.	J. G. WOMBLE.
WALTER H. DOYLE.		

Bank of Discount and Deposit. Discount Days, Wednesday and Saturday.  
Interest allowed on Savings Deposits. Exchange Issued  
on all Principal Cities of Europe.

**COLLECTIONS MADE AND PROMPTLY REMITTED.**

#### NEW YORK CORRESPONDENTS:

Bank of New York—National Banking Association.

# EXCHANGE NATIONAL BANK,

## OF NORFOLK, VA.

DESIGNATED DEPOSITORY AND FINANCIAL AGENT OF THE UNITED STATES.

<b>Authorized Capital,</b>	- - - - -	<b>\$500,000</b>
<b>Paid-in Capital,</b>	- - - - -	<b>300,000</b>
<b>Surplus and Undivided Profits,</b>	. . . . .	<b>300,000</b>

Hon. J. B. WHITEHEAD,

PRESIDENT.

JAMES G. BAIN,

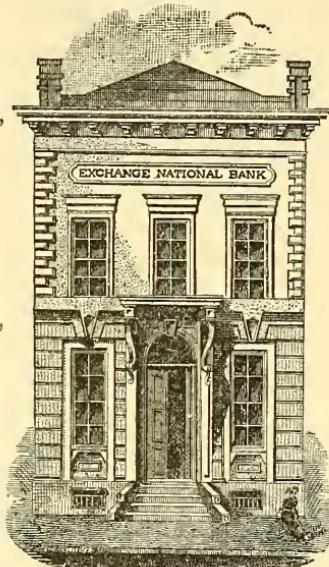
VICE-PRESIDENT.

GEORGE M. BAIN, JR.,

CASHIER.

JAMES H. TOOMER,

ASST. CASHIER.



DIRECTORS;

Hon. J. B. WHITEHEAD

R. T. K. BAIN.

JAMES G. BAIN.

T. M. K. BAIN.

R. H. McDONALD.

CHAS. JENKINS.

ORLANDO WINDSOR.

STATEMENT of the condition of the Exchange National Bank, of Norfolk, Va., at the close of business, December 31st, 1883.

RESOURCES.		LIABILITIES.
Loans and Discounts.....	\$2,776,456 55	Capital Stock paid in..... \$ 300,000 00
U. S. Bonds to secure circulation	300,000 00	Surplus fund..... 150,000 00
U. S. Bonds to secure deposits....	175,000 00	Undivided profits..... 145,876 73
U. S. Bonds on hand.....	100 00	National Bank notes outstanding 270,000 00
Other stocks, bonds & mortgages.	175,972 33	Dividends unpaid..... 16,110 00
Due from approved reserve agts.	335,272 33	Individual deposits subject to check .....
Due from other National Banks..	23,191 14	..... 2,411,810 69
Due from State Banks & Bankers	99,657 77	Demand certificates of deposit... 407,191 66
Real estate, furniture & fixtures.	71,998 33	Certified checks..... 9,396 35
Checks and other cash items....	16,389 88	Cashier's checks outstanding.... 100 95
Exchanges for clearing-house. ..	26 306 13	United States deposits..... 29,064 86
Bills of other Banks.....	48,800 00	Deposits of U.S. disbursing offi- cers .....
Fractional paper currency, nick- els and pennies.....	39 40	..... 122,584 88
Specie .....	65,100 00	Due to other National Banks ... 241,792 74
Legal tender notes.....	250,000 00	Due to State Banks and Bankers . 275,277 34
Redempt'n fund with U.S. Treas- urer (5 per ct. of circulation)....	13,500 00	
Due from U. S. Treasurer, other than 5 per ct. redemption fund.	2,422 34	
Total.....	\$4,379,206 20	Total..... \$4,379,206 20

# BANK ♦ OF ♦ COMMERCE,

(Chartered under State Laws, 1st July, 1878).

**CAPITAL, \$50,000.**

**SURPLUS, \$30,000.**

## DIRECTORS:

JAS. E. BARRY, J. D. GALE, JAS. REID, SAM'L MARSH,  
J. VICKERY, B. T. BOCKOVER, R. W. SANTOS,  
W. A. GRAVES, W. S. WILKINSON.

**TRANSACTS A GENERAL BANKING BUSINESS. COLLECTIONS MADE  
ON ALL POINTS AT CURRENT RATES. INTEREST ALLOWED  
ON DEPOSITS IN SAVINGS DEPARTMENT.**

NEW YORK CORRESPONDENT: NATIONAL PARK BANK.

PHILADELPHIA CORRESPONDENT: FIRST NATIONAL BANK.

BOSTON CORRESPONDENT: MERCHANTS' NATIONAL BANK.

# THE ♦ MARINE ♦ BANK, OF NORFOLK, VA.

**CHARTERED BY THE STATE OF VIRGINIA.**

W. H. TAYLOR,  
President.

HUGH N. PAGE,  
Acting Cashier.

Collections remitted for on day of payment. No charge for collections payable with exchange. No extra charge for collections on Richmond, Petersburg, Lynchburg and Suffolk, Va.

## DIRECTORS.

JAS. T. BORUM, of W. F. Allen & Co., Wholesale Grocers.

M. L. T. DAVIS, of M. L. T. Davis & Co., Wholesale Grocers.

C. B. DUFFIELD, Attorney at Law.

W. W. GWATHMEY, of Gwathmey & Co., Commission Merchants.

L. HARMANSON, of Harmanson & Heath, Attorneys at Law.

B. P. LOYALL, of Taylor & Loyall, Family Grocers.

WASHINGTON REED, of Peters & Reed, Commission Merchants.

CHAS. REID, of Chas. Reid & Son, Commission Merchants.

WASHINGTON TAYLOR, of Washington Taylor & Co., Wholesale Grocers.

# BURRUSS, SON & CO., Bankers and Brokers, NORFOLK, VIRGINIA.

Tender their services as Bankers, having special facilities for the collection of NOTES and DRAFTS, payable in this city, or at any accessible points in this State or North Carolina. WILL REMIT PROMPTLY ON DAY OF PAYMENT AT THE LOWEST RATE OF EXCHANGE on NEW YORK.

EXCHANGE ISSUED ON ALL THE CITIES OF EUROPE.

Bonds, Stocks, Mining Shares and Securities bought, sold and negotiated on Commission.

Virginia State Coupons, receivable for all State Taxes, Dues and Licenses, sold at a liberal discount.

Uncurrent Bills Southern Bank Notes, Mutilated Currency bought. Loans Negotiated on Real Estate. Business Paper and Claims Discounted.

BUSINESS ACCOUNTS INVITED and INTEREST ALLOWED ON TIME DEPOSITS.

Particular attention paid to the purchase and sale of City and State Securities on ORDERS.

Holders of Norfolk City Bonds furnished with Quotations as to the value and character of the same.

Coupons and Interest collected by sending Power of Attorney.

**New York Correspondents : Ninth National Bank, J. B. Colgate & Co., Knauth, Nachod & Kuhne.**

GEO. E. BOWDEN, Pres't.

GEO. S. OLDFIELD, V.-Pres't.

H. C. PERCY, Cashier.



## THE HOME SAVINGS BANK,

Norfolk, Virginia.

STATE INSTITUTION - CHARTERED 1874.

Transact a Legitimate Banking Business  
in all its Branches. Buy and sell exchange on  
all Principal Cities of Europe.

Collections in Virginia and North Carolina.

entrusted to us will receive prompt and  
careful attention.

Cash Capital Paid in	· · · · ·	\$20,000.00
Surplus	· · · · ·	3,000.00

INTEREST PAID ON ALL SAVINGS DEPOSITS.

### DIRECTORS:

GEO. E. BOWDEN.	H. B. NICHOLS.	J. R. GILLETT.	S. E. BICKFORD.
F. RICHARDSON.	PETER TURNER.	GEO. S. OLDFIELD.	
WM. N. ARMSTRONG.		H. C. PERCY.	

Deposits may be sent by Mail or Express and Bank Book will be promptly sent.

CALDWELL HARDY,  
PRESIDENT.

B. A. MARSDEN,  
CASHIER.

HORACE HARDY,  
ASST. CASHIER.

# THE FARMERS BANK,

## NORFOLK, V.A.

### CAPITAL

**Subscribed \$100,000. Paid in - 50,000.  
Surplus - \$40,000.**

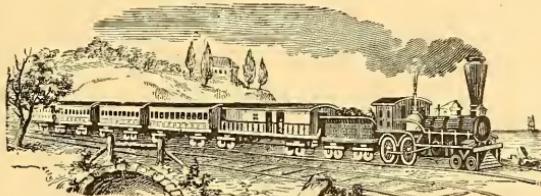
Represents Messrs. BROWN, BROS. & CO., of New York, and Messrs. BROWN, SHIPLEY & CO., of London, in their circular letters of Credit.

**TRANSACTS A GENERAL BANKING BUSINESS and SOLICITS CORRESPONDENCE.**

Collections made on Richmond, Petersburg, Lynchburg, Alexandria, and Danville, Va.; Raleigh, Wilmington, Elizabeth City and Charlotte, N. C., and all other accessible points in both States.

Refers to National City Bank, Mercantile National Bank, H. C. Hardy & Sons, New York; Merchants National Bank, Baltimore, Md.; National Bank of the Republic, Boston, Mass.

### RAILROADS.



**J**O nothing more than to the railroads terminating at this point, does Norfolk owe her material advancement, and scarcely any seaport along the middle Atlantic coast enjoys greater facilities of the kind. The Norfolk & Western (formerly the Atlantic, Mississippi & Ohio) Railroad, with its connections, traversing the States of Virginia, Tennessee, Georgia, Alabama and Mississippi, and intersecting other trunk lines throughout the West and Southwest, covering thereby an immense "freight field," rich and varied in its wonderful natural resources; the Seaboard & Roanoke Railroad, extending to Weldon, North Carolina, and being the connecting link between Norfolk and the great "Atlantic Coast

Line," a system reaching as far south as Jacksonville, Florida, and traversing a large portion of the "Cotton Belt;" the gigantic Chesapeake & Ohio Railroad system, now terminating at Newport's News, but soon to reach Norfolk directly by means of immense barges, transporting the loaded freight cars, and thus giving unbroken communication with the Pacific coast; the Norfolk Southern Railroad from Norfolk to Elizabeth City and Edenton, North Carolina, a short line but one that furnishes a fair quota of traffic—these lines, all under active and intelligent control, have sought deep water at Norfolk, and, as a consequence, the city, both as a port of foreign trade and as a local business centre, is, as proven by statistics, making such cheering progress, as to confirm the hope that she may yet become the leading seaport city between New York and New Orleans, and cause even these two great marts of trade to look well to their laurels.

In addition to the above lines, there are others now under construction which, when completed, will greatly stimulate the growth and traffic of the city. The chief and most important of these is the Eastern Shore Railroad, from Delmar, Delaware, to Cherrystone, near Cape Charles, Virginia, whence trains will be transported on powerful steam barges to Lambert's Point, ten miles below Norfolk, there to connect with the city by means of the Norfolk Terminal Railway, an extension of the Norfolk & Western road to its coal piers and wharves at Lambert's Point. The Eastern Shore Road is being built under the auspices of the great Pennsylvania Railroad system, and will furnish very rapid transportation for passengers and freight between Norfolk and Northern points.

The Chicago & Norfolk Railroad, an air line route between these two cities, is being considered by foreign capitalists, and surveys of a part of the distance have been made.

Surveys, too, are being made for the proposed line from Norfolk to tap the Richmond and Danville System at Goldsboro, North Carolina, a plan which, if consummated, will prove of immense benefit to the city, and connect us with over 4,000 miles of rail through a highly prosperous section.

Of roads that are purely local, Norfolk has two, the Virginia Beach Railroad and the Ocean View Railroad, both short narrow-gauge lines, connecting the city, as their names would indicate, with adjacent watering places. These lines do a fine freight and passenger business, and have opened up a good truck section.

From the above exhibit, it will be seen that Norfolk is pre-eminently blessed in the matter of rail connection with all points of the United States.

# Norfolk and Western R.R.

---

THE GREAT TRUNK LINE

—TO THE—

SOUTH and SOUTHWEST

—VIA—

LYNCHBURG AND BRISTOL.

---

The Quickest and Most Direct Route to

CHATTANOOGA,	ATLANTA,
DECATUR,	BIRMINGHAM,
JACKSON,	MOBILE,
MEMPHIS,	MONTGOMERY,
NASHVILLE,	NEW ORLEANS,
HOT SPRINGS,	GALVESTON,

—AND—

All Texas and Trans-Mississippi Points !

—VIA—

MEMPHIS AND TEXARKANA.

—OR VIA—

NEW ORLEANS AND HOUSTON.

---

PULLMAN PALACE SLEEPING CARS

Between Lynchburg and New Orleans, and between  
Lynchburg and Memphis

WITHOUT CHANGE !

---

 Tickets on Sale at all Coupon Offices.

**W. T. WALKE, Ticket Agt.**

Under Atlantic Hotel, Norfolk, Va.

JOS. H. SANDS, Gen'l Supt.

A. POPE, Gen'l Pass. Agent.

# NORFOLK AND WESTERN RAILROAD.

---

THE ONLY ALL-RAIL ROUTE

—BETWEEN—

## NORFOLK AND RICHMOND.

---

ALWAYS TAKE THIS LINE

Via PETERSBURG,

And avoid 20 Miles of Ferry Transfer incident to other Routes.

---

## DOUBLE DAILY TRAINS!

---

## TIME, ONLY 3 HOURS AND 50 MINUTES.

---

Special Arrangements made for Transportation of  
Theatrical, Military ~~and~~ Civic Organizations,  
UPON APPLICATION TO THE UNDERSIGNED.

W. T. WALKE,

TICKET AGENT,

Under Atlantic Hotel, Norfolk, Va.

J. F. CECIL,

Agent N. & W. R. R.

NORFOLK, VA.

JOS. H. SANDS,

General Supt.

A. POPE,

Gen'l Pas. & Ticket Agt.

**THE OLD RELIABLE!**

Virginia, Tennessee & Georgia Air Line

**FAST FREIGHT LINE****FROM**

Boston, Providence, New York,

Philadelphia,  Baltimore,

**AND FROM**

NORFOLK, PETERSBURG, RICHMOND and LYNCHBURG,

**TO ALL POINTS**

**SOUTH AND SOUTH-WEST.**

 **Through Rates Given And Quick Time Made. All Claims  
for Losses, Damages or Overcharges promptly Adjusted.**

**THIS LINE IS COMPOSED OF**

Merchants' & Miners' Transportation Co. from Boston and Providence; Old Dominion S.S. Co., from New York; Phila., Wilmington & Balto. R.R. and Clyde Line Steamers from Philadelphia; Baltimore Steam Packet Co., from Baltimore; Norfolk and Western (A. M. & O.) R.R.; East Tenn.. Va. & Georgia R.R.; Memphis & Charleston R.R. Nashville, Chat. & St. Louis R.R.; Western & Atlantic R.R.; Selma, Rome & Dalton R.R.; Alabama Central R.R.; Vicksburg & Meridian R.R.; Mobile & Ohio R.R. Illinois Central R.R., and their connections.

**Have Your Goods Marked; VA., TENN. & GA. AIR LINE.**

**Agents :** { C. P. GAITHER, - - - 290 WASHINGTON STREET, BOSTON  
E. H. ROCKWELL, - - - INDIA POINT, PROVIDENCE  
THOMAS PINCKNEY, GEN'L EASTERN AGENT, 303 BROADWAY, N. Y.  
JOHN S. WILSON, - - - 44 S. FIFTH STREET, PHILADELPHIA  
W. P. CLYDE & CO., - - - 12 SOUTH WHARVES, PHILADELPHIA  
W. H. FITZGERALD, - - - 157 W. BALTIMORE STREET, BALTIMORE

**W. T. PAYNE**, Agent Claims and Expenses, Norfolk, Va.

# Seaboard Air Line

Via PORTSMOUTH, VA.

## EXPRESS FREIGHT LINE

BETWEEN ALL POINTS

# NORTH AND SOUTH

---

STEAMSHIPS TO PORTSMOUTH, THENCE IN THROUGH  
CARS VIA RALEIGH, HAMLET, CHARLOTTE,  
ATLANTA, AND ALL POINTS SOUTH  
AND SOUTH-WEST.

### SHIP FROM THE NORTH BY THE FOLLOWING LINES:

BOSTON—Merchants' and Miners' Transportation Company,  
PROVIDENCE—Providence, Norfolk and Baltimore S. S. Co.,  
NEW YORK—Old Dominion Steamship Company,  
PHILADELPHIA—Philadelphia, Wilmington and Baltimore  
Railroad,

PHILADELPHIA—Clyde Line.

BALTIMORE—Baltimore Steam Packet Company.

For further information apply to

**F. W. CLARK,**  
General Agent.

**SOL HAAS,**  
Traffic Manager

# THE GREAT Atlantic Coast Line

Via PORTSMOUTH, VA.,

TO AND FROM

Boston, Providence, New York,

PHILADELPHIA, BALTIMORE, NORFOLK,

AND ALL

# EASTERN CITIES,

TO ALL POINTS

# South and South-West !

---

Observe the Following Excellent Schedule of Connections :

BOSTON—Merchants' and Miners' Transportation Company.

PROVIDENCE—Providence, Norfolk and Baltimore Steamship Co.

NEW YORK—Old Dominion Steamship Company.

PHILADELPHIA—Canton Inside Line via P. W. & B. R.R.

BALTIMORE—Baltimore Steam Packet Company.

For Further Information Apply to

SOL HAAS,  
Traffic Manager.

# SEASIDE RESORT

The only Seaside Resort near Norfolk is

→VIRGINIA BEACH,←

Situated immediately on the Ocean, six miles South of Cape Henry.

THE NORFOLK & VIRGINIA BEACH R. R.

is now completed, and trains depart frequently during the day for that

*Delightful Watering Place,*

The Company has erected a

**MAGNIFICENT PAVILION !**

and the Cars run into it, affording shelter for several thousand persons.

An extensive dining room, capable of seating 800 persons at one time, is now ready, and 100 rooms to accommodate those who may desire to remain over night.

Bath Houses are provided for those who desire

**HOT OR COLD BATHS,**

and the SURF cannot be excelled by any on the Atlantic Coast.

The Beach at low water offers an attractive drive, and LINK HORN and LYNNHAVEN BAYS, so celebrated for oysters and fish, are so near that parties may enjoy the sport of sailing and fishing at any time.

Lots for Hotels, Cottages and Clubs may be leased or purchased on reasonable terms, on application to

**MARSHALL PARKS, President,**

Or H. W. PAGE, Secretary.

**NORFOLK, VA.**

# NORFOLK SOUTHERN RAILROAD COMPANY.

THE QUICK AND RELIABLE DAILY ROUTE TO  
EASTERN NORTH CAROLINA,  
FOR FREIGHT AND PASSENGERS,

*CONNECTIONS.*  
**ELIZABETH CITY.**

With Old Dominion Steamship Company's Steamer Shenandoah, for Newberne, every Monday and Thursday. With Clyde Steamer for Washington and all points on Tar River.

Also with Company's Steamers MARY E. ROBERTS and MARTHA E. DICKERMAN, which leave Elizabeth City every Wednesday and Saturday, for Columbia, Spruill's Bridge, Creswell, Fairfield, Gum Neck, and other Landings on the Pasquotank, Little Perquimans, Seuppernong and Alligator Rivers.

**EDENTON,**

With Roanoke, Norfolk and Baltimore Steamboat Company's U. S. Mail Steamer Plymouth, for all landings on the Roanoke River, connecting at Jamesville with J. & W. R.R. for Washington, and at Williamston, with trains of Albemarle and Raleigh Railroad for Tarboro and other Stations.

Connection is made with Steamer for Windsor and for points on the Chowan River.

Through rates to all points and close connection at Norfolk with Steam Lines to and from Baltimore, Philadelphia, New York, Boston, etc.

Through tickets on sale at Baltimore, Philadelphia and New York and at principal Stations.

**M. K. KING,**

*General Manager.*

**H. C. HUDGINS,**

*General Frt. and Pas. Agent.*

## OCEAN VIEW RAILROAD & HOTEL CO.

### The Seaside Summer Resort of Virginia.

Trains Run at Short Intervals Daily between Norfolk and Ocean View.

This delightful and unsurpassed Summer Resort will be open for the accommodation of Guests

**ON MAY 1ST OF EACH YEAR.**

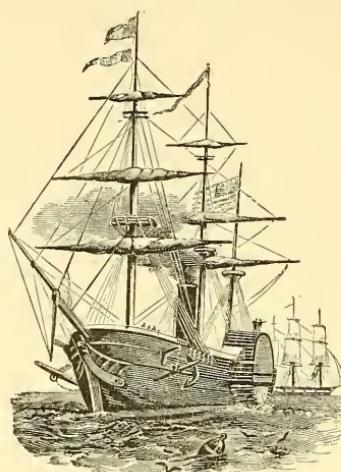
The location is the most desirable on the Middle Atlantic Seaboard, being in full view of Capes Charles and Henry, the Rip-Raps, with unequalled surf bathing and fishing within a stone's throw of the door. The fresh, invigorating breezes render the days delightfully temperate, while the nights are cool and enjoyable.

The CUISINE includes every luxury of the season, while Guests receive every attention and are provided with every possible comfort.

The Buildings have recently been enlarged and otherwise improved. As a Summer Resort it offers unexcelled advantages.

For further information, apply by telegraph or mail to

Norfolk and Ocean View Railroad and Hotel Company,  
OCEAN VIEW, VA.

**STEAMSHIP AND STEAMBOAT LINES.**

**N**ORFOLK'S magnificent harbor and her central position on the Atlantic seaboard of the United States have combined to make her a most important Sea-port City and the enormous quantities of produce which almost *naturally* find their way here for shipment led, even in the earliest days of her commercial growth, to the establishment of regular lines of sailing vessels to carry away her accumulations of grain and other mercantile commodities to distant American and Foreign markets. In due course of time steam superceded canvas and the lines of sailing vessels trading with Norfolk were replaced by the predecessors of the magnificent lines of steamers which now make regular and frequent trips to and from our City. When business was resumed after the close of the civil war in 1865, a few steamers of indifferent construction and limited capacity were put upon our waters, but as trade grew and the demand for increased facilities became more imperative, larger, finer and greatly improved vessels for passenger and freight traffic were added from time to time and the old ones withdrawn. It is not our intention to give any lengthy history of the various lines now carrying our trade, nor to enter into detailed description of the magnificent steamships employed, for it would require great space and greater skill to do justice to the subject, but we are constrained to say that the management of these lines is in the hands of most competent men who fully appreciate the requirements of our trade and exercise great energy and ability in the conduct of our immense transportation business, which has made our harbor famous among the great sea-ports of the world.

The various railroads terminating at Norfolk form the inland connections of these steamship lines, and through bills of lading are issued between all points in the United States.

## THE OLD DOMINION STEAMSHIP COMPANY.

Among the many great institutions which lend their aid in developing Norfolk's commercial importance and in establishing her claim to be ranked among the leading seaports of the nation, the Old Dominion Steamship Company is undoubtedly entitled to the most prominent mention. In 1867, when the echoes of the terrible Civil Strife had hardly died away, and when Virginia lay crushed in spirit and bankrupt in resources, this Company was established in succession to the old New York and Virginia Steamship Company, and has since that date gradually increased in wealth and favor until it has become one of the most substantial and influential corporations in the country. Its magnificent fleet of ocean and river steamers ply between this port and New York, City Point, Richmond, Newberne and Washington (North Carolina), and many minor points on the sounds and rivers of the Old North State; and also to Hampton, Old Point, Fortress Monroe, Smithfield, Cherrystone, Yorktown and Matthews. The fleet comprises about twenty-five iron and wooden vessels aggregating over 20,000 tons burthen.

The distance between New York and Norfolk is 285 nautical miles, and the steamers of this line generally make the trip in 25 hours, with great regularity.

The passenger accommodations of the Old Dominion steamships are of the most comfortable and luxurious character; the saloons are substantially and elegantly furnished, the tables well supplied, and in fact the vessels are wanting in nothing calculated to make a trip upon them enjoyable in the extreme. During the Company's career of seventeen years *not a single life entrusted to its care has been lost.* Through the worst storms and series of marine disasters these steamships have always passed in perfect safety. When the larger of them steam up the river they look as though they were conscious of their beauty, and under the skillful management of their officers, glide quickly but majestically into their docks, there to be relieved of their immense cargoes.

The parent offices of the Company are at 197 Greenwich Street, New York. The principal officers are: Commodore N. L. McCready, President; W. H. Stanford, Secretary, and H. A. Bourne, Superintendent. In Norfolk Messrs. Culpeper & Turner represent the Company's interests, with their office on the extensive wharf property on Water Street, immediately at the foot of Church Street. In every department of the Company's service, experience and efficiency are the stepping-stones to preference.

The following is a list of the principal steamers owned by the Old Dominion Steamship Company:

The ROANOKE, iron propeller, passengers and freight, 2,354, Geo. W. Couch, Master; New York, Norfolk, City Point and Richmond.

The GUYANDOTTE, iron propeller, passengers and freight, 2,354 tons, J. A. Kelly, Master: New York, Norfolk, City Point and Richmond.

The OLD DOMINION, iron side-wheel steamship, passengers and freight, 2,222 tons, G. M. Walker, Master; New York, Norfolk, City Point and Richmond.

The WYANOKE, iron side-wheel steamship, passengers and freight, 2,068 tons, J. G. Hulphers, Master; New York, Norfolk, City Point and Richmond.

The RICAMOND, iron propeller, passengers and freight, 1,436 tons, Richard Boaz, Master, New York, Norfolk, City Point and Richmond.

The MANHATTAN, iron propeller, passengers and freight, 1,400 tons, Frank Stevens, Master; New York, Norfolk, City Point and Richmond.

The BREAKWATER, iron propeller, passengers and freight, 1,110 tons, N. H. Jenny, Master; New York, Norfolk, City Point and Richmond.

The NORTHAMPTON, wooden side-wheeler, passengers and freight, 400 tons, P. McCarrick, Master; daily between Norfolk and Old Point, and tri-weekly between Norfolk, Cherrystone, Mathews, Yorktown and Gloucester Point.

The ACCOMACK, wooden side-wheeler, passengers and freight, 434 tons, O. G. Delk, master; daily between Old Point and Hampton, and four times a week to Smithfield.

The SHENANDOAH, wooden side-wheeler, passengers and freight, 330 tons, T. M. Southgate, master; Norfolk and the sounds of North Carolina.

The LURAY, wooden side-wheeler, passengers and freight, 330 tons, George Schermerhorn, master; Norfolk and Newport's News.

The NEWBERNE, iron propeller, passengers and freight, 400 tons; W. T. Pritchett, master; Norfolk and Washington, N. C., via the Albemarle and Chesapeake Canal.

The PAMLICO, wooden propeller, passengers and freight, 252 tons, A. A. Blake man, master; Norfolk and Washington, N. C., via the Albemarle and Chesapeake Canal.

A magnificent new iron propeller for passengers and freight, is now being built for the Company at John Roache's celebrated yard at Chester, Pa. She will be much larger than any of the other steamers of this fleet and will have nearly one-third greater capacity. She will be ready to put on the line about the 10th of next September, (1884).

### THE BALTIMORE STEAM PACKET COMPANY.

(OLD BAY LINE.)

This Company owns and operates the most magnificent passenger steamers on the Atlantic coast. They are the palace steamers of Chesapeake Bay, being new, adapted to a high rate of speed, beautiful in form, substantial in construction, and furnished most sumptuously. With travellers this line is regarded as one of the finest and best in the country, forming a portion of the popular route between the North and South. Under the able management of the president, Col. John M. Robinson, assisted by a corps of competent officers, the Company has become one of the most thoroughly equipped in the country, and has proved itself of great service in advancing the best interests of Norfolk.

The Norfolk offices of the Company are at the Bay Line wharf, foot of West Main street, and Mr. R. B. Cooke is the agent. In Portsmouth, the Company's offices are at the depot of the Seaboard and Roanoke Railroad.

The steamers of the Bay Line make close connection at Portsmouth with the regular passenger trains of the Seaboard and Roanoke Railroad, for all points South and South-west, and at Baltimore with the Philadelphia, Wilmington and Baltimore Railroad, for Philadelphia, New York and all points North; with the Baltimore and Ohio, Northern Central and Pennsylvania Railroads for the North and North-west; with the Allan, Continental, West India & Pacific, and Hopper & Johnson steamship Lines for Liverpool; with the Continental for London and North German Lloyd's for Bremen. The steamers of the Bay Line are:

The CAROLINA, iron side-wheeler, 984 tons, built in 1877; 75 state-rooms, passenger capacity 500, W. C. Whittle, master.

The FLORIDA, wooden side-wheeler, 1,280 tons, built in 1876; 75 state-rooms, passenger capacity 500, A. K. Cralle, master.

The VIRGINIA, iron side-wheeler, 1,300 tons, built in 1879; 80 state-rooms, passenger capacity 500, J. D. Dawes, master.

The SEABOARD, iron propeller, for freight, 662 tons, L. B. Eddens, master.

The ROANOKE, iron propeller, for freight, 531 tons, Carter, master.

The TRANSIT, wooden propeller, 475 tons, North, master.

The WESTOVER, iron propeller, —— tons, John S. Eldredge, master.

The GASTON, iron propeller, 846 tons, for freight, Bloodsworth, master.

### THE CANTON INSIDE LINE

is a daily fast freight line operated by the Philadelphia, Wilmington and Baltimore Railroad Company in connection with the freight steamers of the Bay Line, between Norfolk, Baltimore, Philadelphia and all points North, having the same connections here as the Baltimore Steam Packet Company; and at Philadelphia with the American Steamship Company's steamships for Liverpool and Antwerp. Over these lines through bills of lading are issued.

### THE CLYDE LINES.

Of the great steamship interests controlled by Messrs. W. P. Clyde & Co., of Philadelphia and New York, it is not within our province to treat in this volume, except in so far as their influence has aided the development of our City and State. Their New England lines and coast lines to the other seaboard States, their lines to the West Indies and South American ports have all, we believe, secured a profitable trade, but with them we have no concern at present. The enterprising owners have, however, established two lines for carrying freight to and from Norfolk, and these are under the able management of Captain James W. McCarrick, General Southern agent, whose office is at the Company's wharves in this City.

The following vessels compose Clyde's regular local fleet, but others are always ready to lend their assistance when the exigencies of our large trade require their services.

The WYOMING, wooden propeller, 1,100 tons, James A. Smith, master; Philadelphia, Norfolk and Richmond.

The PIONEER, wooden propeller, 1,100 tons, S. C. Platt, master; Philadelphia, Norfolk and Richmond.

The ASHLAND, wooden propeller, 1,100 tons, J. S. Tunnell, master; Philadelphia, Norfolk and Richmond.

The GOLDSBORO, wooden propeller, 1,000 tons, R. F. Jones, master; Baltimore, Norfolk, Newberne and Washington, N. C.

The EXPERIMENT, wooden propeller, 400 tons, R. H. Cannon, master; Baltimore, Norfolk, Newberne and Washington, N. C.

The STOUT, wooden propeller, 400 tons, W. L. Pierce, master; Baltimore, Norfolk, Newberne and Washington, N. C.

The DEFIANCE, wooden propeller, 400 tons, E. D. Piner, master; Baltimore, Norfolk, Newberne and Washington, N. C.

### THE DISMAL SWAMP CANAL STEAMERS.

These steamers ply regularly through the Dismal Swamp Canal and their cargoes are generally very large each way. Captain Henry Roberts, the able and energetic superintendent of the canal, is also superintendent of the steamboat line, and his office is on Taylor's wharf, Water Street, one door west of the Clyde Line wharf. The Dismal Swamp Canal will admit sharp built vessels drawing five feet of water, and lighter built vessels four feet. The locks will admit 96 feet length and 16½ feet breadth of beam. The steamers and their routes are as follows:

Wm. B. ROGERS, wooden propeller, 70 tons; Norfolk, Elizabeth City and all landings on Dismal Swamp Canal.

THOMAS NEWTON, wooden propeller, 70 tons; Norfolk, Elizabeth City and all landings on the Dismal Swamp Canal.

J. W. HARRING, wooden propeller, 40 tons; Norfolk, Suffolk, Whaleyville and all landings on Nausemond River.

I. D. COLEMAN, wooden propeller; Norfolk, Columbia, Spruill's Bridge and all landings on Scuppernong River.

## THE MERCHANTS' AND MINERS' TRANSPORTATION COMPANY.

This Company is one of the most useful and enterprising corporations having any direct interest in Norfolk's welfare, in which, of late years, it has been a consistent and prominent factor. By means of its magnificent line of steamships, which compare favorably with those of any line trading along our extended seaboard, we are brought within a 48 hours' run of Boston and 36 hours of Providence, R. I. Besides the steamers which make their regular trips directly between these Northern Cities and Norfolk, there are others owned by the same Company which extend the trips as far south as Charleston, S. C., and Savannah, Ga., calling at this port when occasion requires. The spacious wharves at the west end of Main Street owned by the Boston Wharf and Warehouse Company, are occupied by the Merchants' and Miners' Transportation Company, of which latter Corporation General V. D. Groner is the efficient general agent, with his office at this port. The vessels owned by the Company are as follows :

The DECATUR H. MILLER, 2,296 tons, Solomon Howes, Master; Norfolk and Boston.

The BERKSHIRE, 2,014 tons, F. M. Howes, Master; Norfolk and Boston.

The ALLEGHANY, 2,014 tons, Wm. A. Hallett, Master; Norfolk and Boston.

The GEORGE APPOLD, 1,456 tons, H. D. Foster, Master; Norfolk and Providence.

The BLACKSTONE, 1,147 tons, E. E. Kent, Master; Norfolk and Providence.

The WILLIAM KENNEDY, 974 tons, J. C. Parker, Master; Norfolk and Providence.

The JOHN HOPKINS, 1,470 tons, J. S. Marsh, Jr., Master; Baltimore and Savannah, Ga.

The WILLIAM CRANE, 1,416 tons, J. C. Taylor, Master; Baltimore and Savannah, Ga.

The WILLIAM LAWRENCE, 1,049 tons, T. A. Hooper, Master; Baltimore and Savannah, Ga.

The McCLELLAN, 954 tons, G. W. Billups, Master; Baltimore and Charleston, S. C.

The SARAGOSA, 788 tons, E. R. Warren, Master; Baltimore and Charleston, S. C.

The steamers of this Company connect here with the several Railroads having their termini at Norfolk, in addition to which they call at Newport's News and West Point where they make connection with the systems of the Chesapeake & Ohio and the Richmond & Danville Railroads, respectively.

## ROANOKE, NORFOLK AND BALTIMORE STEAMBOAT COMPANY.

(ROANOKE RIVER LINE.)

This Company was organized in 1880, and has already given substantial assistance in influencing the North Carolina produce trade to this market. Its principal executive officers are residents of Williamston, North Carolina, and its agent in this City is Captain Wm. E. Hudgins, whose office is at the Company's warehouses on Hunter's (formerly Old Bay Line) Wharf at the east end of Water Street. The Steamers of the Company pass through the Albemarle & Chesapeake Canal and run regularly between Baltimore, Norfolk and Roanoke River. They are as follows :

The CONONO, iron propeller, 366 tons, Captain Knight.

The METEOR, iron propeller, 337 tons, Captain Latham.

The iron barge ASTORIA is towed, when necessary for freight purposes, by the steamers of the line.

These steamers, in addition to their Carolina freight business, take freight between Norfolk and Baltimore, at which City Mr. A. M. Walker is the agent and has his office at No. 4 Spear's Wharf.

#### TAYLOR'S ROANOKE LINE.

This line has proved of great value in carrying passengers and freight between Norfolk and the various landings on the Roanoke River, North Carolina, by the new iron steamer Lucy, Captain Vincent, with capacity for 400 bales of cotton, which leaves Higgins' Wharf, in this City every Tuesday at 4 P. M. Mr. B. Taylor, whose office is at the east end of Water Street, is agent and owner.

#### THE ALBEMARLE & CHESAPEAKE CANAL.

The great Canal System of which this forms an important link in connection with the Chesapeake & Delaware and Delaware & Raritan Canals, provides direct and safe inland navigation for steamboats, sailing vessels, rafts, &c., from New York, Philadelphia and Baltimore to Virginia, North Carolina and the South, avoiding the dangers and delays attending the outside voyage and saving insurance. This system again connects with the Erie Canal at New York and small steamers or vessels towed by tug boats can thus pass from the sounds of North Carolina to Buffalo, N. Y., without unloading, and thence by the great Lake routes to Chicago and other Western and Northwestern points.

## FOR BOSTON, PROVIDENCE AND LIVERPOOL. THE ONLY DIRECT LINE TO BOSTON AND PROVIDENCE!

**The Merchants' and Miners' Transportation Co.**

ARE NOW RUNNING THEIR NEW AND FIRST-CLASS STEAMSHIPS

#### FOR BOSTON,

Leaving Norfolk every Tuesday and Friday.

#### FOR PROVIDENCE,

Leaving Norfolk every Wednesday and Saturday.

#### FOR SAVANNAH,

Leaving twice each week.

#### FOR CHARLESTON, S. C.,

Leaving every five days.

For LIVERPOOL, by the Cunard, Warren and Leland Lines, from Boston each week.

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FOR RICHMOND.—Steamers leave Norfolk every SUNDAY, WEDNESDAY and FRIDAY NIGHTS, arriving at Richmond next morning.

Steamers NORTHAMPTON, LURAY and ACCOMACK, sailing daily, except Sunday, run a regular morning and afternoon schedule between Norfolk, Old Point, Hampton, Newport's News and Smithfield. These Steamers connect at Newport's News with the Chesapeake and Ohio Railway, East and West bound, and make tri-weekly trips to Cherrystone, Mathews, and Ware River.

Steamers leave Norfolk for Cherrystone, Monday, Wednesday and Friday A.M., and for Mathews and Ware River, Tuesday, Thursday and Saturday A.M.

For NEWBERNE, N. C., and points on NEUSE and TRENT Rivers, Steamer SHENANDOAH leaves Elizabeth City, N. C. every Monday and Thursday, connecting with trains of the Norfolk Southern Railroad.

For WASHINGTON, N. C. and points on TAR and PAMLICO Rivers, Steamer NEWBERNE leaves Norfolk (via Albemarle and Chesapeake Canal) every Monday and Thursday Morning for Washington, N. C., direct. Freight received daily, except Sunday.

For further information apply to

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# BALTIMORE STEAM PACKET COMPANY.

## BAY LINE.

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ALL POINTS SOUTH AND SOUTH-WEST.

Passenger Steamers leave BALTIMORE daily (except Sundays) from foot of Union Dock, at 7 P.M., and from Canton Wharf at 8:45 P.M., on arrival of Express Train, which leaves NEW YORK at 3:30 P.M., and PHILADELPHIA at 5:30 P.M.

Passengers leave WASHINGTON at 5:30 P.M., connecting with Steamer at Canton Wharf. Connects at PORTSMOUTH with Express train Seaboard & Roanoke R.R. for all points South.

Going NORTH leave PORTSMOUTH 6 P.M., NORFOLK at 6:30 P.M., and connect at Canton Wharf, BALTIMORE, with Express train for PHILADELPHIA and NEW YORK, reaching PHILADELPHIA at 11 A.M., and NEW YORK at 1 P.M. BAY LINE also connects at BALTIMORE for WASHINGTON CITY and all points WEST and NORTH-WEST.

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Connects BALTIMORE via the Virginia, Tennessee and Georgia Air Line at NORFOLK, with all points in South Side and South-Western Virginia, Tennessee, Georgia, Alabama and Mississippi; and via the Atlantic Coast Line and Seaboard Air Line at PORTSMOUTH, with all points in North and South Carolina, Georgia, and all points South and South-West. Connects NORFOLK AND PORTSMOUTH via Baltimore and Ohio Railroad and Northern Central Railway; with all points West, via "NORTH GERMAN LLOYD'S LINE," with BREMEN, "ALLAN," "CONTINENTAL," "WEST INDIA and PACIFIC," "HOOPER and JOHNSTON'S" Steamship Lines for Liverpool, "CONTINENTAL" Line for London, Havre; "TULLY" Line for London and Newcastle-on-Tyne—over all of which through Bills of Lading and rates are issued.

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TRUCK is received for Philadelphia on Tuesdays, Thursdays and Fridays.

For particulars enquire of

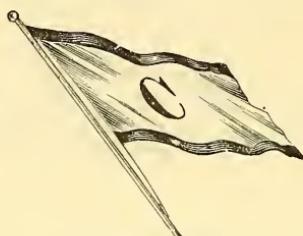
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# Dismal Swamp Canal Company, NORFOLK, VA.

(RE-ORGANIZED DECEMBER 1st, 1880.)

## Connecting the Waters of Chesapeake Bay with Albemarle and Pamlico Sounds, N. C.

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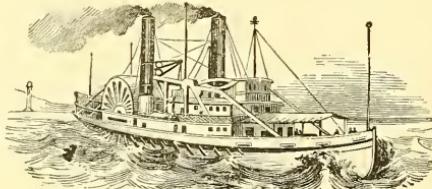
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SAVING TIME AND INSURANCE.



#### DIMENSIONS OF CANALS AND LOCKS :

	CANAL.	LOCKS.	Length.	Width.	Depth.
Albemarle and Chesapeake Canal,	- - -	-	12 miles.	220 ft.	40 ft.
New Berne and Beaufort Canal,	- - -	-	2 "		unfinished.
Fairfield Canal,	- - -	-	5 "		no locks.
Chesapeake and Delaware Canal,	- - -	-	14 "	220	24
Delaware and Raritan Canal,	- - -	-	43 "	220	24
Erie (New York) Canal	- - -	-	345 "	110	18

Light draft Steamers for Charleston, Savannah, Florida and West Indies take this route.

For rates of tolls, maps, charts, &c., apply to

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Steamer PLYMOUTH connects at Edenton with the Norfolk Southern Railroad and at Williamston with the Albemarle & Raleigh Railroad for Tarboro and intermediate Stations on the Road. Freight taken for the Roanoke River or to Baltimore as low as by any other line.

Freight received daily (Sundays excepted) from 8 A.M. to Sunset.

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Will leave HIGGINS' WHARF every TUESDAY at 12 M., for all landings on the Roanoke River as high up as Norfleet's Landing. Freight received daily at Higgins' Wharf, and will be carried as low as by any other line.

## AGRICULTURE, TRUCKING AND REAL ESTATE.



**T**HAT "Real Estate is the basis of all wealth" is a fact so well understood that it requires no additional proof, and admits of no successful contradiction, and this volume would be incomplete unless it touched briefly, at least, upon Norfolk's real estate and agricultural interests. It is not practical, however, within the limited space allotted to this topic to enter into an exhaustive discussion of its merits. We shall therefore content ourselves with calling attention to a few of the more prominent features of the subject. Three conditions are essential to the success of the agriculturalist: first, he must have a fairly productive soil; second, a favorable climate, and third, a good market. With these points in his favor, his success is sure, provided he brings to bear a fair amount of energy, capital and skill, in pursuing his calling. We will now see how this section compares with others as regards the three important conditions above mentioned. The North has a fairly "productive soil," and a "good market," but lacks the "favorable climate." The West has a good soil, but is sadly deficient in both markets and climate. While this section of the South has a fairly productive soil, a fine market and a favorable climate. Our soil with intelligent management, backed by our mild and moist climate, can be easily and quickly made to produce as abundant crops as the Western lands, while our better markets insure much more remunerative returns.

Our field embraces properly a circuit, say of 80 miles round this city, within which may be found several varieties of soil. These may be again divided into two general classes or grades, viz: a light sandy loam, and a darker clay loam, most of which is underlaid with a good substantial sub-soil of a clayey nature. On these two varieties of soil may be successfully and profitably grown all the fruits, vegetables, grasses and grains of

the United States, with the exception of a few of the semi-tropical fruits. It might be well in this connection to state that our land in this field ranges from ten to sixty feet above the level of the sea, at mean high water, and is penetrated in hundreds of places by sounds or arms of the sea which are not only well supplied with fish, and in many instances with oysters, but also afford the means of floating the produce of thousands of farms direct to the market or the consumers—the cheapest transportation in the whole world. These arms of the sea also afford thorough and efficient drainage. Marl, which is an excellent fertilizer, underlies much of our soil and is used extensively by our farmers and truckers. Our trucking interests are very large, although chiefly confined to a radius of about fifteen or twenty miles round the City of Norfolk, from which field is annually shipped nearly \$3,000,000 worth of produce. Our soil is well adapted to this business, and our shipping facilities are such that the products are laid down in New York in about 22 hours after leaving our wharves. Immense quantities of early fruit and vegetables are shipped to Northern Cities by steamer, and to the principal Western Cities in refrigerator cars. Our geographical location is such as to give us special advantages in the shipping business and to insure us cheap freights—a point worthy the attention of every one seeking a home. This trucking business affords employment to thousands of men, women and children to whom are paid large sums of money daily. This money finds its way to the retail and wholesale dealers; then to the importers and manufacturers at the North, East and West from whom it returns to us in due course in payment for the shipments of produce made to these points. Here it is again distributed and gathered up as before; thus adding very materially to the business of our City, and keeping up a steady volume of trade throughout the entire year. The profits of the trucking business vary, of course, with the season, the soil and the farmer. Instances are frequent of very large net cash returns—say \$200 to \$400 per acre. This is, however, exceptional, but within our own knowledge one man from thirteen acres has fed, clothed and educated a family of seven children, bought for one of his sons a farm for \$5,000, for another a farm for \$3,000, has \$2,500 lent out on security, and a sufficient bank deposit for the “rainy day.” The man who has accomplished these results can neither read nor write, and land that he bought a few years ago for an insignificant price now commands \$200 per acre and is rapidly advancing in value. The tendency of real estate in price is steadily upward and will not halt until our lands rate as well as those lying equally distant from New York, Boston, Chicago and Philadelphia. Our light soil will grow oats, corn, rye, &c., and outside the trucking belt proper is found a heavier clay loam which is excellent corn, grass and wheat land. The average price of our wheat and corn land is about \$15 per acre, and of our more valuable truck-

ing land lying near the city, about \$40 per acre. The average price of wheat throughout the year is \$1, corn 50 cents, oats 45 cents per bushel, and hay \$20 per ton. All these crops can be successfully and profitably grown upon our soil and are in demand here in excess of the supply. A fair average yield of corn is 25 bushels (shelled) to the acre, of oats 35 bushels, of wheat 15 bushels, and of hay 1½ to 2 tons. These yields are without fertilizers or manures of any kind. A thorough system of culture with liberal use of manure and a rotation of crops will double the above yields. Our soil is susceptible of the highest culture, is easily worked summer and winter, is all productive when cleared of timber and has never been exhausted as are the old cotton and tobacco lands of the interior. There is practically no waste land; even the great "Dismal Swamp" about which so much has been said and written will one day be under cultivation. The soil is very rich and is elevated 26 feet above the level of the sea (mean high water). It can all therefore be drained and reclaimed. Some of the cultivated land lying within the margin of the Swamp yields 60 to 80 bushels of shelled corn to the acre, and hay in proportion. Our soil as a rule is good, and the subsoil that has seldom been disturbed is rich in plant food, and when properly handled and subsoiled, when more green crops are plowed under and more manure employed, will, under the powerful and beneficial effects of our climate, become the most productive soil in the United States, not even excepting the Western prairies.

Our geographical position exempts us from the extremes of Northern cold and Southern heat, and this favorable situation is supplemented by the influence of the Gulf Stream which flows close to our shores. The temperature of this current being nearly uniform throughout the year, our thermometers rarely register above 95° in Summer, or below 20° in Winter. This happy combination of circumstances gives us long growing seasons exempt from frosts, the practical result to the agriculturalist being two crops during the same year from the same land. Corn may be planted in April, May and June, and it all reaches full maturity untouched by frosts, and for this reason brings from 3 to 5 cents more per bushel in New York than any raised where the growing season is just a little too short at both ends. The mildness of the climate also allows stock to run out nearly all Winter without extra feed or shelter. Thousands of people visit this section each Winter to avoid the Northern cold, and many come here for the refreshing, invigorating sea breezes of Summer.

Besides having one of the finest and largest local markets to be found in the whole country, we are called upon to supply New York, Boston, Providence, Philadelphia, Baltimore, Washington and other Eastern Cities, with early fruits and vegetables which we also transport largely to the Western Cities, even as far as San Francisco, in refrigerator cars. Our surplus is always in demand and prices are usually high. The truckers of

the North have to contend against a more rigorous climate unaffected by the mild influence of the Gulf Stream, while those further South have to send their products North by longer water trips round "Stormy Hatteras" or a more expensive inland route by rail. By a short line of railroad soon to be completed we will be placed within 12 hours of New York by a mixed rail and water route, and each year brings us a little nearer to the World's best markets.

Our peanut crop, for which this port is especially noted, finds its way to all Northern, Eastern and Western Cities. This trade is assuming mammoth proportions, not less than 2,000,000 bushels being annually handled in this City alone. We enjoy many valuable means of transportation by rail and water, by which immense amounts of produce find their way to this market where they are quickly and cheaply transferred to steamers waiting to receive them and are cheaply transported to and laid down in Northern markets fresh and sweet. The steady tendency of real estate is upward and there is no investment so sure of yielding a safe and profitable return.

The banks may break, the State may repudiate its obligations, the mine may explode or the vein meet a check, the timber may become exhausted or the oil cease to flow, but real estate is stable and substantial. It underlies all else. It supports and sustains all other enterprises. The more thoroughly it is worked the larger will be the returns received, the larger the dividends it will pay. The agricultural development of a section constitutes its only true growth, and while Norfolk as a "Business Centre" owes much, very much, to the development of the different interests, coal, iron timber, &c., of the interior (as this is the seaport for a large portion of the South), she yet perhaps owes still more to her agricultural interests near at hand. We can now safely and fairly claim to be the "Garden of the South." What we need now is more general farming, more oats, corn, hay, wheat and rye; more pigs, chickens, cattle and sheep. A little deeper ploughing, a little higher cultivation, broader views, better stock and implements and about a thousand good men with a fair amount of capital, energy and skill, to develop some of our idle lands which may now be had at very moderate prices, and which are infinitely more valuable than those of the interior on account of their productiveness, their proximity to market and the geniality of the climate which is unexcelled in the United States.



E. C. LINDSEY,

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We are prepared to lay before our customers a list of hundreds of farms of all sizes and prices varying in size from 4 acres to 20,000 acres, and in prices from \$10 per acre to \$200. These lands, when due allowance is made for our many natural and acquired advantages, are the cheapest lands in the United States. Dollars and cents are not the only thing to be considered in selecting a home. There is such a thing as *climate*, and hundreds of thousands of people at the North and West are just beginning to find it out. The cold and unfriendly Northern winters are convincing thousands of the advisability of securing homes in a milder climate.

Catarrh, asthma, consumption and other kindred diseases, incidental to the Northern latitudes, are driving many South. This section offers a happy compromise between the Southern extreme of heat, and the Northern extreme of cold—half way between Canada and Florida. Our produce reaches New York in 22 hours by steamer, and in 12 hours by a combined rail and steamboat route, without being exposed to the delays and dangers of "Stormy Hatteras." Our freights are cheap to all Northern points. Our roads are excellent, our soil fairly productive, our markets the best in the United States. Our land in vicinity of Norfolk is elevated from 10 to 30 feet above the sea level, is all underlaid with a good substantial clay subsoil, and with fair ordinary care and skill can be made the most productive in the United States. Our growing season is long, 8 months and sometimes 9 without frost sufficiently heavy to do damage. Enclose stamp for circulars and further particulars, and come and see before purchasing elsewhere. We make *Real Estate* our specialty, keep three teams constantly on the road, and take pleasure in showing our many advantages to parties, desiring to invest, without any expense to them. We are just getting at considerable expense a map of Norfolk and surrounding country, which we can furnish at 30 cents each in postage stamps.

Yours truly,

**E. C. LINDSEY & CO.**

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P. S.—FARMING LANDS OUR SPECIALTY.

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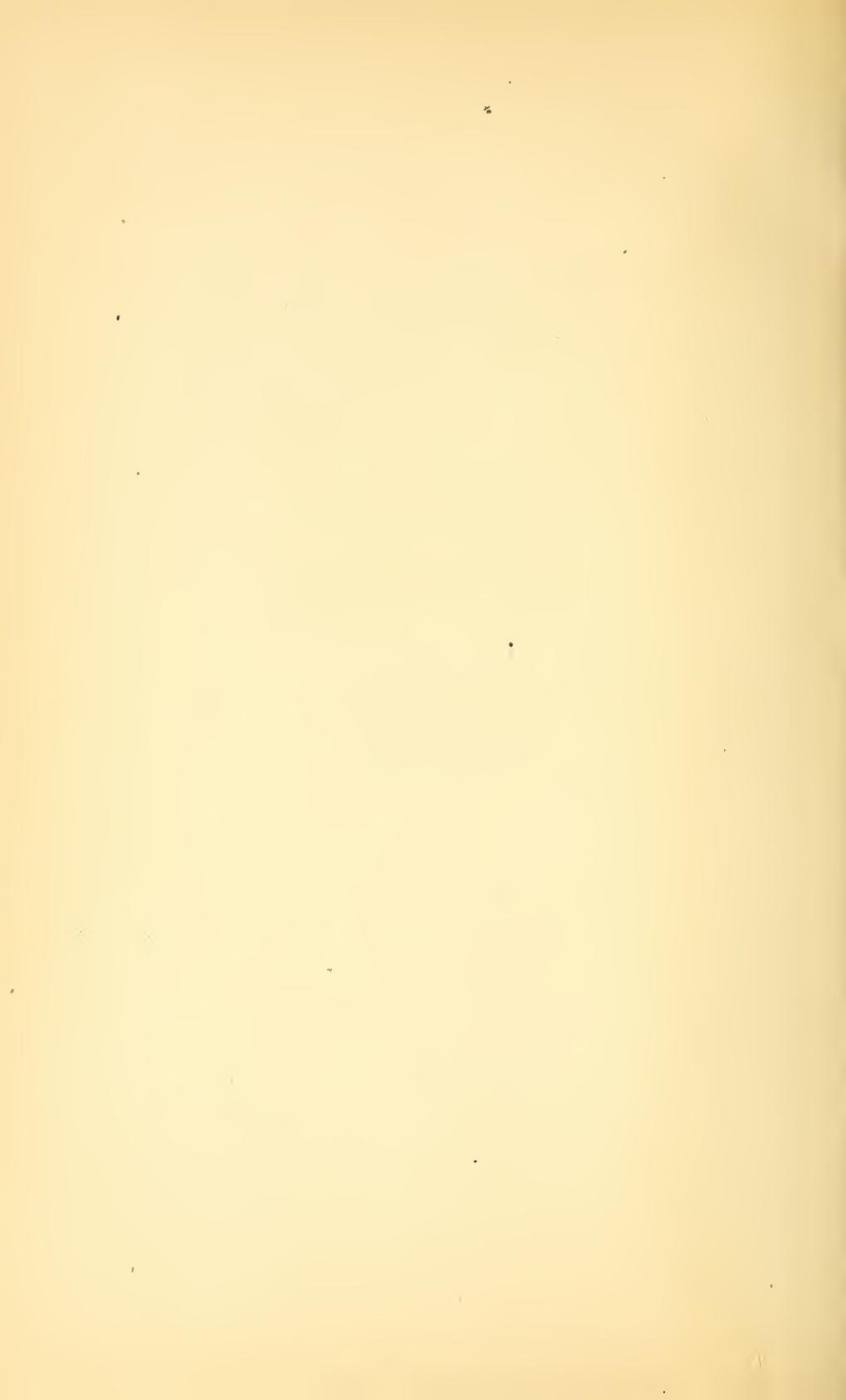


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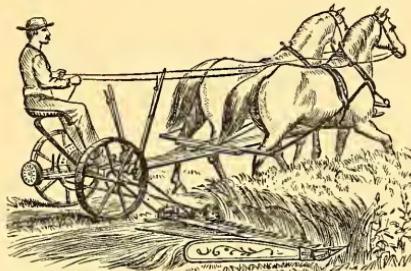
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## FERTILIZERS.

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DURING the past few years the demand for this article has been far in excess of the supply of natural guano and manure, and has led to its manufacture on a very large scale. In the newly and sparsely settled territories of the West where the land has been under cultivation for a comparatively short period, the need of an artificial stimulus to the soil has as yet been little felt. But in the East it has become indispensable. The ground has been tilled by succeeding generations until its nourishing power is exhausted and requires periodical and systematic renewing to render it once more fertile and productive. Especially is this the case in the eastern portion of Virginia, Maryland and the Carolinas where the trucking business is so extensively carried on. The richest soil can only supply a certain limited amount of nutrition to the vegetation it sustains, and when that nutrition has been withdrawn by over cropping it must be restored either by the slow process of natural recuperation or by such artificial means as science may suggest and experience approve. Taking the natural Peruvian guano as the standard, and the character and quantity of the crop as the test, it is most gratifying to be able here to assert, on the testimony of scores, nay, hundreds of the practical farmers and horticulturalists of the Eastern and Southern States, that the Norfolk factories are furnishing them with a perfect substitute for natural guano and at much more acceptable prices than the latter can be procured at. Manufactured phosphates are easy of adulteration, as the *apparent* virtues of the ingredients can be sustained by the intermingling of certain substances which,

although making a good showing according to the analysis, are nevertheless utterly worthless as plant food. The agriculturalist, therefore, cannot exercise too much caution in the purchase of this essential factor to his success, and he should make his selection not only from his knowledge of the manufacturer and the reputation of the brand, but also with a view to the special requirements of his soil and the nature of the crop under which it is to be used. The most experienced farmer need never regret the use of a fertilizer if he will only be guided in its choice and application by the experience of others and not place too much faith in the representations of irresponsible agents and dishonest manufacturers, who, like their goods, have no reputation to lose and are satisfied to thrive for the moment by fleecing the unwary. The efficacy of first-class fertilizers is now universally acknowledged and there are few who even try to dispense with them. Like steam and gas and electricity, they were at first regarded with suspicion and scepticism but have finally established themselves in the public confidence. The application of certain chemicals in correct proportions will force the growth of cotton and other crops just as surely as the rays of the sun will ripen them. There are several large companies and firms engaged in this business in and around Norfolk, and although their output is enormous, it is, nevertheless, inadequate to the demand. Large additions are contemplated and being made to some of the factories and it is expected that next year their increased facilities will enable them the better to cope with the necessities of the trade. It is also most encouraging to know that while other cities find a market for their fertilizers in certain portions of this and the adjoining States, the Norfolk brands have obtained a firm foot-hold around and beyond them, and are held in high estimation wherever they have become known, from the remote mountain passes to the shore of the ocean, and the reason of this has been that our manufacturers and dealers have had the honesty and good sense to put upon the market only such goods as could not fail to give perfect satisfaction to the consumers. During the year 1883 this branch of trade contributed to the grand total of Norfolk's business the respectable sum of over \$1,000,000.



# THE UPSHUR GUANO CO.,

*OF NORFOLK Co., VA.*

Manufacturers of High Grade Fertilizers,  
Suited to Every Crop.

AMONGST OTHERS THE WELL KNOWN AND POPULAR BRANDS OF  
**"BONE AND PERUVIAN,"**

Adapted especially to Cotton and Tobacco and certain varieties of Truck.

**FISH AND POTASH,**

A great favorite with Truckers.

**Royal**" Ammoniated Super-Phosphate,  
For Cotton, Corn and Small Grain.

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# FISH HAWK GUANO,

MANUFACTURED BY

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NORFOLK, VA., AND POCOMOKE, MD.

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In obedience to the pressing and ever-increasing demand for a *first-class* but LOW-PRICED FERTILIZER, we have prepared with great care this NEW BRAND, which will be found of GREAT VALUE under ALL CROPS and on EVERY DESCRIPTION of SOIL. It contains all the ESSENTIAL PROPERTIES of PLANT FOOD, and will be found to *permanently enrich the land wherever applied*. We do not claim for FISH HAWK GUANO the same excellence which distinguishes POCOMOKE SUPER-PHOSPHATE, *but we do unhesitatingly claim for the former that for general fertilizing purposes it is UNSURPASSED if not UN-EQUALLED*, by any brand on the market at the same price. Farmers, planters and truckers will find it A MOST PROFITABLE INVESTMENT, and if subjected to comparative tests, we feel assured that FISH HAWK GUANO will not only hold its own, but will defy successful competition in quality and price

Freeman, Lloyd, Mason & Dryden.

# POCOMOKE SUPER-PHOSPHATE,

THE PRINCE

OF

FERTILIZERS.

FOR SEASON OF 1883.

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by

all who have tried it  
to be

THE BEST FERTILIZER IN USE

FOR

Cotton, Tobacco, Peanuts, Corn, Early Truck, &c.

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# American Fertilizing Company, Box 677, of Norfolk, Va.

Importers of Guanos and Chemicals and Manufacturers of High Grade and Standard Super-Phosphates.

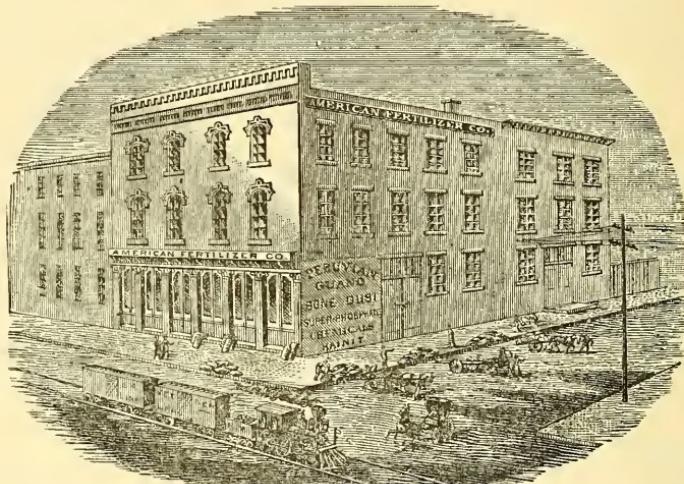
No. 163 and 165 WATER STREET, - NORFOLK, VA.

C. L. UPSHUR, PRESIDENT.

W. J. ROBINS, SECRETARY.

## UPSHUR'S STANDARD 10 PER CENT. AMMONIA GUANO.

This is one of the very highest grade guanos on the market, and will grow any crop as quick and give as large a yield as any Peruvian guano no matter what grade it is, and claims to be second to nothing in the market. It is especially fine for top-dressing, or used in any way Peruvian is used, and good on all crops. It is made of the highest grade and finest materials. Analysis: 10 per cent. ammonia, 16 to 20 per cent. bone phosphate, 2 to 3 per cent. potash.



## Upshur's Standard 7 per Cent. Ammonia Guano, OR SPECIAL IRISH POTATO GUANO.

This Guano has excelled the Peruvian Guano whenever used in competition with it, and is prepared especially for the Potato Crop. It matures the potatoes earlier, produces more and a superior quality, costs \$15 to \$20 per ton less than Peruvian, and permanently enriches the soil. In the finest mechanical condition, and is very bulky. Analysis: 7 to 8 per cent ammonia, 16 to 20 per cent. bone phosphate, 2 to 3 per cent. potash,

## Upshur's Peruvian Mixture, especially for Cotton, Tobacco, &c.

This is prepared from bone flour, fish and Peruvian Guano, and is one of the best preparations for cotton on the market. Analysis 3 per cent ammonia, 15 to 20 per cent. bone phosphate lime, 1 to 2 per cent potash.

We keep on hand the best Peruvian Guano, in its natural state, and guarantee it perfectly pure and of the highest grade. We also offer for sale Lobos's Guano, Standard Analysis. Also, all kinds of Fertilizing Chemicals, such as Sulph. Ammonia, Nit. Soda, Sulph. and Muriate Potash, Kainit, Bone Dust, Pure Fish Scrap, Fine Ground Fish, South Carolina Acid Phosphate, &c., &c. Our President is an experienced manufacturer of guanos also a practical farmer, and employees of the Company are practical and experienced fertilizer manufacturers and dealers.

**AMERICAN FERTILIZING CO.**

C. L. UPSHUR, PRESIDENT.

**ESTABLISHED 1844.**

# **CHARLES REID & SON,** **NORFOLK, VA.**

## **Commission Merchants,** AND DEALERS IN **STAVES, TREENAILS, PERUVIAN GUANO,** AND **STANDARD FERTILIZERS.**

### **No. 1 PERUVIAN GUANO.**

Our arrangements with the old agents of the Peruvian Government enable us to furnish our many friends with reliable articles, both 10 per cent. and 6 per cent. Standard, at lowest prices.

We manufacture Pure Raw and Dissolved Animal Bone from Daughter-House Stock. And the Standard Truckers' Guanos: FARMERS' CHALLENGE or "F. C." GUANO in drill and as a top dresser for Irish Potatoes, Spinach, Cabbage, &c., is preferred by many, having given better results at less cost than the best Peruvian Guano.

ANALYSIS:—Available Phosphoric Acid.....	10 per cent.	worth \$20.00
Insoluble Phosphoric Acid.....	2 "	not valued
Total Bone Phosphate.....	26	"
Potash.....	4	worth 4 80
Nitrogen, equal Ammonia.....	5	" 31 50
Relative commercial value per ton.		\$56.30

### **PRICE, \$46.00 PER TON CASH.**

"Farmers' Favorite" or "F. F." Guano for Peas, Fall Crops Melons, &c., where a less stimulating Fertilizer is required.

ANALYSIS:—Available Phosphoric Acid.....	10 per cent.	worth \$20.00
Insoluble Phosphoric Acid.....	2 "	not valued
Total Bone Phosphate .....	26	"
Potash.....	4	worth 4 80
Nitrogen, equal Ammonia.....	5	" 22.50
Relative commercial value per ton.		\$47.30

### **PRICE, \$36.00 PER TON CASH.**

"Soluble Fine Ground Fish," prepared by a process peculiarly our own. Its chemical and mechanical condition unequalled and establish its superiority. Relative commercial value as given by Dr. W. J. GASCOWNE, State Chemist, \$56.29 per ton.

### **PRICE, \$40.00 PER TON CASH.**

SOLUBLE POTASH PHOSPHATE.—This has given most satisfactory results on Clover, Grain, Grasses, &c., wherever used. High Grade "Floats" and Potash Salts used in its preparation.

VIRGINIA LAND RENOVATOR, a Fertilizer of unequalled excellence and merit for Peanuts. Sweet Potatoes. Orchards in the prevention of "Blight" and "Yellows"—in compost or in expediting the decomposition of weeds or green crops plowed under. Genuine Kainit and Fine Ground Land Plaster always on hand.

All goods sold as low as articles of equal purity can be in this market.

**CHARLES REID SON,**

FACTORY, MONEY POINT.

Office, 14 Nivison Street, NORFOLK, VA.

# Imperial Guano Co.

—OF—

## NORFOLK, VIRGINIA.

MANUFACTURERS OF THE CELEBRATED

# IMPERIAL GUANO

Which, after several years' trial by the leading Truckers about Norfolk, is now acknowledged to be

**Superior in every respect to Peruvian Guano.**

For all TRUCK CROPS use the IMPERIAL. It is QUICKE  
LIGHTER and CHEAPER than the PERUVIAN!

When used *value against value* with Peruvian, the IMPERIAL is guaranteed to give, *in every case*, better results.

Among the prominent truckers in the vicinity of Norfolk who are using the IMPERIAL in preference to the best Peruvian, we name a few to whom we refer for information;

McWhorter Bros.	Thos. R. Ballentine.	A. J. Newton.
B. F. Wilson.	Geo. S. Bunting.	C. E. Powell.
Van Wyck & Whitehurst.	F. T. Cromwell.	Jno. G. Cromwell.
R. S. Cromwell.	Jno. S. Widgeon.	C. M. Bradbury.
W. H. Talbott.	G. S. Cromwell.	H. F. Lambert.

We also manufacture SPECIAL BRANDS for the following crops, the FOUNDATION of which being the same as the IMPERIAL, corresponding results are obtained wherever such are used: Strawberries, Irish and Sweet Potatoes, Corn, Cotton, Peanuts, etc.

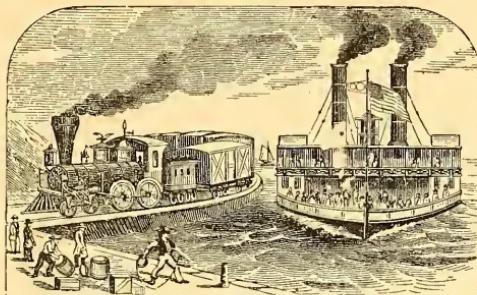
**IMPERIAL GUANO CO.,**

**43 UNION STREET,**

***NORFOLK, VA.***

## NORFOLK'S EXPORT TRADE.

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**H**IIS is a topic of such extent and involves such varied interests that it is found almost impossible to do it full justice within the somewhat circumscribed limits to which we are confined. The wonderful and constantly growing export trade of Norfolk has been unprecedented in the commercial annals of any maritime community in America. The many doubts, fears and anxieties which attended the establishment of our export trade have long since disappeared, together with the numerous vicissitudes which attended the early stages of its development, and it has long since become a recognized and established factor in the commercial economy of this important Business Centre.

The accomplishment of this most satisfactory result is due entirely to the energy and perseverance of our public-spirited merchants and bankers, supported by the press of the City and State. The first cotton ever shipped at Norfolk for a foreign port composed the cargo, valued at \$119,023, of the British steamer Ephesus which sailed for Liverpool in the Spring of 1866, but was wrecked on Sable Island. The total exports for that year in assorted cargoes was valued at \$413,405; that of 1883 amounted to nearly seventeen millions. Such a marvellous growth in less than eighteen years discloses an almost incredible degree of vitality which requires no comment in order to impress its meaning upon an intelligent people.

We may mention incidentally that on December 6th, 1882, the British steamship "Tower Hill," 2,616 tons, J. J. Efford, master, sailed from this port for Liverpool with a cargo consisting of 10,468 bales (5,063,765 lbs.) cotton and 2,000 staves, the whole being valued at \$509,680.00 She drew, when loaded, over 26 feet of water, and was the largest vessel, except the Great Eastern, ever cleared from Norfolk.

The whole direct exports of cotton from Norfolk during the season ending August 31st, 1883, amounted to 372,529 bales, valued at \$17,869,682.

This shows an excess of 40,000 bales, and upwards, over the exports of any previous year; and in addition to our direct foreign shipments there were shipped at Norfolk during the same season, on through bills of lading for Great Britain and the Continent, *via* Baltimore, Boston, New York and Philadelphia, 91,288 bales, for which this port cannot take credit, as they were not cleared here. The largest number of bales ever previously shipped here in the same manner during any one season was 42,749 showing an increase of nearly 50,000 bales in favor of 1883.

Several large cotton compresses are kept busy night and day during the season reducing the bales to convenient dimensions for stowing in the holds of European steamers and our present wharves are altogether inadequate to the necessities of this one article of foreign shipment. But there is good reason for believing that this last deficiency will shortly be made good by the completion of the improvements contemplated by some of the Railroad and Transportation Companies. The following tabular statement respecting our cotton trade will be found of interest.

Reference to the tables of Direct Exports shown on the two following pages will demonstrate the growth of the trade since January 1st, 1865. It must be remembered that the cotton season begins on September 1st, of each year and ends on August 31st following. While the exports of this product for the year 1883 would appear to record a decrease, when compared with 1882, the impression thus given would be erroneous, for the season of 1882-3 shows a large increase over any previous year, as stated above, but as the heaviest receipts and shipments were made between September 1st and December 31st, 1882, that year takes the credit which is properly due to the whole season ending August 31st, 1883. By the same rule the shipments for the season 1883-4 cannot be determined until August 31st of this year, (1884).

*Exports of Cotton by bales for 18 years, from September 1st to August 31st, each year :*

SEASONS.	BALES.	SEASONS.	BALES
1865-'6 .....	733	1874-'5 .....	67,212
1866-'7 .....	14,168	1875-'6 .....	108,683
1867-'8 .....	8,279	1876-'7 .....	116,855
1868-'9 .....	7,527	1877-'8 .....	159,357
1869-'70.....	4,745	1878-'9 .....	203,536
1870-'1 .....	5,142	1879-'80.....	257,065
1871-'2 .....	4,687	1880-'1 .....	328,818
1872-'3 .....	8,282	1881-'2 .....	331,817
1873-'4 .....	20,346	1882-'3 .....	372,529

# DIRECT EXPORTS BY ARTICLES,

FROM JANUARY 1ST, 1865, TO DECEMBER 31ST, 1883, INCLUSIVE.

ARTICLES.	1883.	1882.	1881.	1880.	1879.	1878.	1877.	1876.	1875.
Cotton.....	\$12,548,978	\$18,964,826	\$16,074,613	\$17,508,724	\$11,778,181	\$9,433,768 00	\$5,470,592 91	\$7,330,035 00	\$5,634,022
Staves.....	336,347	287,398	142,992	167,900	198,900	298,749 21	335,373 36	234,127 00	405,446
Corn.....	261,296	.....	144,247	122,106	116,395	142,411 00	246,426 00	185,089 00	111,800
Head Cattle.....	.....	.....	.....	117,100	67,350	52,630 00	47,769 00	.....	.....
Timber.....	106,073	11,778	10,062	84,375	45,860	48,400 00	47,769 00	.....	.....
Manganese.....	16,820	37,550	50,649	55,141	17,724	12,000 00	12,000 00	.....	.....
Shingles.....	2,511	2,077	900	1,950	2,243	8,538 75	7,114 12	592 00	6,753
Flour.....	1,576	97,310	125	658	9,652	7,989 00	9,035 00	8,319 00	18,708
Rosin.....	3,126	525	.....	4,776	10,499	5,685 00	2,394 00	851 00	290
Treenails.....	3,351	1,125	300	.....	.....	5,432 00	5,083 00	9,695 00	12,671
Pork.....	5,500	.....	.....	393	.....	3,500 00	13,915 00	11,600 00	105
Sheep.....	.....	.....	.....	.....	1,600	2,285 50	.....	.....	.....
Tobacco.....	27,213	10,350	142	20,812	2,290	300 40	62,319 77	7,903 00	533
Miscellaneous.....	.....	.....	24,870	29,835	47,152	6,556 75	18,291 27	35,007 50	54,499
Total.....	\$14,316,131	\$19,413,081	\$16,469,570	\$18,095,158	\$12,300,976	\$10,028,875 61	\$6,278,933 43	\$7,823,218 50	\$6,244,919
Tonnage.....	82,011	118,701	127,774	136,949	112,485	86,273	62,093	65,521	52,211

Total Exports—1865 to 1883—19 Years—\$124,435,347.54.

See next page.

# DIRECT EXPORTS BY ARTICLES,

FROM JANUARY 1ST, 1865 TO DECEMBER 31ST, 1883, INCLUSIVE.

(CONTINUED FROM PRECEDING PAGE.)

	1874.	1873.	1872.	1871.	1870	1869.	1868.	1867.	1866.	1865.
\$3,239,786	\$712,477	\$433,320	\$231,819	\$675,876	\$882,949	\$38,223	\$1,580,655	\$119,023	.....	.....
373,183	368,358	411,638	325,876	186,874	209,293	376,089	226,540	164,140	164,140	\$11,163
7,327	46,283	64,216	37,605	761)	70,996	149,069	70,073	1,458	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5,609	6,202	14,983	14,737	2,610	8,768	11,314	5,136	9,183	2,606	.....
7,400	3,688	5,628	3,822	1,188	26,115	9,671	11,312	2,606	.....	.....
7,185	4,920	5,658	2,000	7,486	19,978	54,558	20,563	10,137	.....	.....
4,172	470	.....	.....	676	.....	.....	.....	.....	566	.....
.....	.....	604	255	1,025	.....	73	906	.....	.....	.....
13,779	80,421	60	575	20,974	32,707	537,742	54,790	.....	.....	375
49,617	35,291	39,613	13,688	56,750	20,748	51,963	25,642	.....	.....	.....
\$3,708,058	\$1,258,110	\$975,720	\$630,377	\$898,469	\$1,315,549	\$1,739,149	\$2,514,110	\$113,405	.....	.....
48,127	30,598	20,060	10,398	12,530	.....	.....	.....	.....	.....	.....

Total Exports—1865 to 1883—19 Years—\$124,435,347.54.

Vice Consulates of Great Britain,  
Netherlands, and  
Brazil.

Agents for Lloyd's, Liverpool,  
Glasgow, Italian, Dutch,  
French, and Austrian  
Underwriters.

# MYERS & CO.,

[ESTABLISHED 1786.]

Steamship Agents and Ship Brokers,

**NORFOLK. VA.**

Cable Address, "Myers, Norfolk."

---

Vessels chartered to and from European and West India Ports, and  
Merchandise Forwarded to all Points at Lowest Rates.

**CORRESPONDENCE SOLICITED.**

---

# REYNOLDS BROTHERS,

# General Merchants

AND SHIPPERS OF

Cotton, Grain and Naval Stores,

AND

Importers of Liverpool Salt,

ALSO AGENTS OF

South Atlantic Steamship Line

**TO LIVERPOOL.**

## COTTON AND COMMISSION.



ALTHOUGH Norfolk enjoys several distinct and separate claims as an important Business Centre, it is principally to Cotton that she owes her commercial reputation. Thanks to the intelligence, prudence and enterprise of the business men who have turned to the best account her great natural advantages, she has grown and prospered until to-day she stands second on the list of cotton ports in the United States as to her receipts, and third as to her direct foreign exports. In the season of 1858-9 Norfolk's receipts of cotton amounted to 6,174 bales, in 1865-6 they were 59,096 and in 1882-3 they reached 800,133 bales, the largest number ever recorded, and 80,617 bales in excess of any previous year. In addition to these, 91,288 bales were shipped at Norfolk for Europe during the same season, on through bills of lading *via* Baltimore, Boston, New York and Philadelphia, for which credit was taken at the ports whence they finally cleared. The gross total actually shipped here was therefore 891,421 bales, and, should the same rate of increase continue, the shipment in 1884-5 will exceed one million bales. This simple statement of facts requires no comment in order to prove that Norfolk's claims to mercantile eminence are well founded and that she is justly entitled to the pride she feels in the vigorous policy of those who have secured her prosperity. Millions of dollars worth of the snowy staple passes through our market every year, and some of the wealth which it represents stays here in the form of commissions, cost of handling, freights, and so forth, and the storage room necessary to accommodate this vast bulk has become so scarce that the value of land and warehouse property adjoining the wharves has become greatly enhanced. Our wharves are scarcely adequate to supply berths to all the vessels that await their cargoes during the height of the season. Heavy-draught iron steamers, principally British, and sailing vessels of all nationalities are sometimes to be seen lying four or five abreast till each in her turn is able to load and start upon her voyage. This scarcity of wharf accommodation, however, is gradually disap-

pearing before the march of improvement which has already begun along the whole line of our immense water front. The Cotton Compress Companies do much to relieve the delay in loading vessels, their business being to reduce the bulk of the cotton bales in their powerful steam presses to one-third of their original size. When thus compressed the bales are easy to handle and convenient to stow, and the stevedores see that no time is lost in "speeding the parting guest." The following table exhibits the receipts of cotton by bales at Norfolk during the past 25 seasons, beginning with September 1st and ending with August 31st of each year:

Year.	Bales.	Year.	Bales.
1858-'9 .....	6,174	1872-'3 .....	405,412
1859-'60.....	17,777	1873-'4 .....	472,446
1860-'1 .....	33,193	1874-'5 .....	393,672
[1861 to 1865—The Civil War.]		1875-'6 .....	469,998
1865-'6 .....	59,096	1876-'7 .....	509,612
1866-'7 .....	126,287	1877-'8 .....	430,557
1867-'8 .....	155,591	1878-'9 .....	443,285
1868-'9 .....	164,789	1879-'80.....	597,086
1869-'70.....	178,352	1880-'1 .....	713,026
1870-'1 .....	302,930	1881-'2 .....	622,883
1871-'2 .....	258,730	1882-'3 .....	800,133

From this it will be seen that the growth of the market has been gradual and steady, while it has been singularly free from fluctuations.

Subjoined is a statement of the receipts and shipments of cotton as recorded on the books of the Norfolk and Portsmouth Cotton Exchange, for access to which we are indebted to the courtesy of the Secretary, Mr. Norman Bell :

SEASON 1874-'5—Receipts year ending 31st August, 1875....		393,672
Shipments, coastwise.....	326,281	
Exported Great Britain.....	63,629	
Exported Continent.....	3,583	67,212
Total Shipments.....		393,493
SEASON 1875-'6—Receipts year ending 31st August, 1876....		469,968
Shipments coastwise.....	361,053	
Exported Great Britain.....	103,869	
Exported France .....	1,817	
Exported Continent.....	3,007	108,693
Total shipments.....		469,746
SEASON 1876-'7—Receipts year ending 31st August, 1877....		509,612
Shipments coastwise.....	391,838	
Exported Great Britain.....	112,245	
Exported France.....	1,602	
Exported Continent.....	3,008	116,855
Total shipments.....		508,693

SEASON 1877-'8—	Receipts year ending 31st August, 1878.....	430,557
	Shipments coastwise.....	271,144
	Exported Great Britain.....	157,153
	Exported France.....	2,204 159,357
	Total shipments.....	430,501
SEASON 1878-'9—	Receipts year ending 31st August, 1879.....	443,285
	Shipments coastwise.....	239,158
	Exported Great Britain.....	199,815
	Exported France.....	713
	Exported Continent.....	3,008 203,536
	Total shipments.....	442,694
SEASON 1879-'80—	Receipts year ending 31st August, 1880.....	597,086
	Shipments coastwise.....	337,226
	Exported Great Britain.....	246,674
	Exported France.....	1,479
	Exported Continent.....	8,912 257,065
	Total shipments.....	594,291
SEASON 1880-'1—	Receipts year ending 31st August, 1881.....	713,026
	Shipments coastwise.....	392,079.
	Exported Great Britain.....	316,046
	Exported France.....	2,850
	Exported Continent.....	9,922 328,818
	Total Shipments.....	720,897
SEASON 1881-'2—	Receipts year ending 31st August 1882.....	622,883
	Shipments coastwise .....	289,083
	Exported Great Britain.....	311,879
	Exported France.....	2,580
	Exported Continent.....	17,358 331,817
	Total shipments.....	620,849
SEASON 1882-'3—	Receipts year ending August 31st, 1883.....	800,133
	Shipments coastwise.....	414,833
	Exported Great Britain.....	341,983
	Exported Continent.....	30,546 372,529
	Total shipments.....	787,362

The Norfolk and Portsmouth Cotton Exchange has proved a powerful factor in building up our cotton trade. The Exchange Building is situated on Water Street, near the centre of that business of which it is at once the guide, protector and acknowledged head. The actual cash capital employed in the cotton commission business in the two Cities constituting the port of Norfolk is roundly estimated at \$2,500,000.

Besides the commission merchants who devote their attention exclusively to cotton, there are many who deal largely in general produce as well. This branch of the business employs considerable capital, for it is often necessary to supply the farmer and planter with provisions, implements, fertilizers, and even seeds, on credit for several months before his crops are marketable and he finds himself in a position to make a settlement. Great prudence is therefore required, and it is generally exercised, by our commission merchants in the selection of their custom, but an occasional failure gives evidence of mistaken judgment or misplaced confidence.

# J. W. PERRY & CO. COTTON FACTORS

—AND—

General Commission Merchants,  
Tunis' Warehouse and Wharf,  
NORFOLK, VA.

---

## **CONSIGNMENTS SOLICITED.**

The Sale of COTTON a Specialty.

Do EXCLUSIVELY a COMMISSION BUSINESS.

---

ESTABLISHED 1839.

## **ETHEREDGE & BROOKS,**

[Successors to NIEMEYER, ETHEREDGE & BROOKS.]

107, 109, 111, 113 High, and 323, 325 & 327 Water Sts.,  
PORTSMOUTH, VA.

## **Cotton Factors and General Commission Merchants,**

FOR THE SALE OF

Peanuts, Dried Fruit and all Southern Products;

—AND DEALERS IN—

BUILDERS' AND AGRICULTURAL LIME AND PLASTER, CEMENT AND HAY.

WHOLESALE DEALERS IN COALS OF ALL KINDS.

LIBERAL ADVANCES MADE ON

## **CONSIGNMENTS OR TRANSITS.**

Richard A. Dobie.

Merritt T. Cooke.

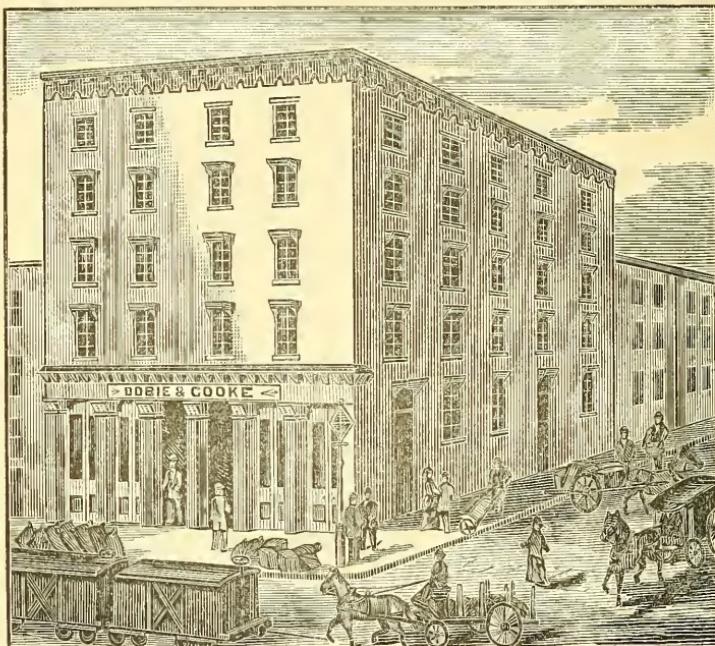
A. Mason Cooke.

# DOBIE & COOKE,

## COTTON FACTORS

—)AND(—

## General Commission Merchants



No. 64 WATER STREET,  
**NORFOLK, VA.**

Special attention paid to the sale of Cotton, Corn, Peanuts and Country Produce generally. Liberal advances made upon Consignments in hand, and the highest market prices guaranteed.

Prompt returns made unless otherwise instructed. Refer to Exchange National Bank, Norfolk, Va.

**DOBIE & COOKE.**

**THE NORFOLK  
Knitting and Cotton Manufacturing Company,  
NORFOLK, VIRGINIA.**

MANUFACTURERS OF

**GENTS' MERINO-FINISH UNDERWEAR.**

The only manufactory of these goods in the Southern States. The production is sold direct from the Factory. Orders from Jobbers and Dealers will receive prompt attention. New York freight rates guaranteed.

**OFFICERS:**

BARTON MYERS, President.

CALDWELL HARDY, Treasurer.

GEO. McBLAIR, Secretary.

C. BROOKS JOHNSTON, Sup<sup>t</sup>.

F. S. ROYSTER, TARBORO, N. C.

E. STRUDWICK, HILLSBORO, N. C.

**ROYSTER & STRUDWICK,  
COTTON FACTORS,**

Importers of and Wholesale Dealers in

**FERTILIZERS.**

WE MAKE SPECIALTIES OF

**GENUINE GERMAN KHINIT,**

**AND**

**High Grade Acid Phosphate.**

Stocks at all North Carolina and Virginia Ports. Write for circulars,  
prices, &c.

# W. H. SMITH & SON, General Commission Merchants

AND DEALERS IN STAVES.

Highest prices paid for Staves and prompt Cash returns rendered  
**CONSIGNMENTS SOLICITED.**

**Gwathmey's Building, Town Point, - Norfolk, Virginia.**

C. A. FIELD.

E. M. GOODRIDGE.

**GOODRIDGE, FIELD & CO.,  
COMMISSION MERCHANTS AND BROKERS,  
GRAIN AND FLOUR,  
No. 22 ROANOKE DOCK,  
NORFOLK, VA.**

Orders filled with funds in hand or first-class reference. Quotations and Estimates furnished on application.

---

**T. R. JERNIGAN,  
COTTON FACTOR,  
No. 1 COMMERCE STREET,  
NORFOLK, VA.**

---

ESTABLISHED 1873.

**C. D. JORDAN & CO.,  
COMMISSION MERCHANTS,  
For the Sale of  
Cotton, Corn, Staves, &c., and all kinds of Country Produce.  
Roanoke Dock, Norfolk, Va.**

T. R. COOKE.

W. M. COOKE.

**T. R. COOKE & CO.,  
DEALERS IN**

**GRAIN, HAY AND PEAS,  
No. 22 Roanoke Dock,  
NORFOLK, VA.**

## LUMBER AND STAVES.

**H**Y reason partly of our extremely favorable geographical situation, in close proximity to the noble white oak and pine forests of the eastern shore of Virginia and North Carolina, this trade has always been one of the most important in which Norfolk's capital and enterprise have been engaged. We enjoy a central and convenient position for the accumulation of logs which reach our mills through the rivers and canals having their estuaries on the branches of the Elizabeth, and are here converted into the lumber and staves of commerce. The magnitude of the lumber business done in Norfolk is not generally known even among our own citizens, and it will therefore surprise many to learn that in 1883 it reached nearly \$2,000,000, of which amount about \$500,000 worth was exported to foreign markets. The white oak timber of this section is highly esteemed for use in ship building on account of its fine grain and toughness, and it has always been in special demand by the Navy Department. The pine forests, in addition to the millions of feet of lumber which they annually contribute to our trade, also furnish excellent masts and spars for our shipping. The stave trade of Norfolk is conducted chiefly with the West Indies and the Mediterranean where they are manufactured into barrels and casks for sugar, molasses, rum and wine. Our white oak staves are much sought after by the grape growers of Southern Europe, as they do not injure the delicate flavor of the wine as other coarser woods are said to do. Our staves are carefully cut and afterwards approved by regular licensed inspectors before they are offered for sale. The purchaser, therefore, runs no risk of having defective staves left upon his hands, and is always certain of obtaining good value for his money.

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G. R. TRANT, VA.

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W. T. BAKER, N. C.

**TRANT & BAKER,**  
**Lumber Dealers**  
**AND**  
**Commission Merchants,**

**FOOT OF HIGH STREET,**

**PORPSMOUTH,**

**VIRGINIA.**

WM. H. PETERS.

WASHINGTON REED.

**PETERS & REED,**

**SHIPPING AND GENERAL**

**COMMISSION**

**MERCHANTS,**

AND DEALERS IN

**Staves, Timber & Lumber,**

Main Street, NORFOLK, VA.

AND

Water Street,

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## PEANUTS.

---

**H**ITHIN the last ten years Tidewater Virginia has developed a wonderful trade in this product and has outstripped all other States in its cultivation. In the season of 1873-4 Virginia produced only 225,000 bushels, while in 1883-4 her yield amounted to 1,250,000 bushels. The light, sandy soil seems to suit the crop exactly, and the peanuts grown in this section command a higher price than those raised in any other State. Norfolk stands pre-eminently above any other market in America in this specialty, the importance of which, however, and its influence upon other branches of our trade is not as yet fully appreciated. The three "factories" or cleaning establishments in the City give employment to hundreds of hands, and make large daily shipments of assorted peanuts to all points at the North and West, from Maine to Texas. The factories are supplied with machinery for cleaning and polishing the hulls and assorting the nuts according to size, thus saving a great deal of time and trouble as compared with the old system of washing and distributing by hand. The peanut is of African origin and was introduced to this country by some trading vessel—probably a "slaver." The African nut, however, is of inferior quality as an article of food, although it is extremely valuable as a commercial commodity, for it produces a large proportion of the so-called olive oil of French manufacture. Nearly the entire crop of this State is grown within the limits of a few counties immediately contiguous to Norfolk, namely, Sussex, Surry, Southampton, Isle of Wight, Nansemond, Warwick and Princess Anne, and about four-fifths of the whole yield is purchased by our dealers and distributed by them to the various points of consumption. After Virginia, the States of Tennessee and North Carolina produce the largest crops, and the following comparative statement of each year's yield since 1873 will be found of interest to those engaged in the trade.

Season.	Virginia.	Tennessee.	North Carolina.	Total.
1873-4.....	225,000	175,000	60,000	460,000
1874-5.....	350,000	200,000	120,000	670,000
1875-6.....	450,000	235,000	100,000	785,000
1876-7.....	780,000	500,000	125,000	1,405,000
1877-8.....	405,000	325,000	100,000	830,000
1878-9.....	875,000	425,000	90,000	1,390,000
1879-80.....	1,350,000	750,000	120,000	2,220,000
1880-1.....	1,500,000	750,000	120,000	2,370,000
1881-2.....	825,000	250,000	75,000	1,150,000
1882-3.....	1,250,000	460,000	140,000	1,850,000
1883-4.....	1,250,000	600,000	150,000	2,000,000

Other counties not enumerated above are beginning to cultivate the peanut and it is expected that before long those of Prince George, York, Norfolk, Elizabeth City and Matthews will be able to contribute a fair amount to the grand total. Notwithstanding the large increase in production, the demand appears to be gaining upon it, and prices are well sustained.

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CONSPICUOUS among the necessities of a prosperous sea-port are such establishments as are above enumerated, and we may assert without fear of contradiction that they are very essential also to the success of agricultural and manufacturing interests. In this respect Norfolk is very well off, having several flourishing establishments of each class. The neighboring Cities of Richmond and Petersburg are also well supplied in this line, and there is no fear of any emergency arising which would compel us to go beyond the boundaries of our own State in order to supply our necessities. At present our own works are busy enough to furnish employment to every iron worker, boiler maker and ship carpenter in the two cities and it frequently happens that our iron-masters are obliged to import labor. During every month of the year, but more noticeably while the busy winter season is upon us, the iron works and marine railways of Norfolk are taxed to their fullest capacity. The clang of the mallet and hammer in the machine shops and the rattle of the chains as some renovated vessel returns to her native element are familiar sounds to our citizens by day and by night, and would be sadly missed were they to cease. In times of financial depression, the trades to which we now alude are among the first to exhibit signs of weakness, and the enforced idleness of the laboring classes exercises a most injurious effect upon the whole body commercial. But fortunately the reverse is no less true. Money is largely kept in circulation by those who are paid off daily, weekly or monthly, and when these are steadily employed at fair wages, as is generally the case here with those to whom we now particularly refer, the healthful influence is felt throughout the community. Boilers, portable and stationary engines, agricultural machinery, locomotives, all of the best material and most skillful workmanship, are among the products of our iron works and foundries. They are manufactured chiefly for the cotton and timber districts of the South, and have invariably given complete satisfaction even when tested in competition with those bearing the names of famous Northern establishments. Our marine railways are not large enough for the demand sometimes made upon them, and it occasionally happens that a vessel is delayed for some days before her repairs can be attended to; but this is a fault that will shortly be remedied, as we are informed. On the whole we have good cause for pride and gratification at the progress already made in these branches of industry in the City, and there is every reason for believing that a prosperous future is before them.

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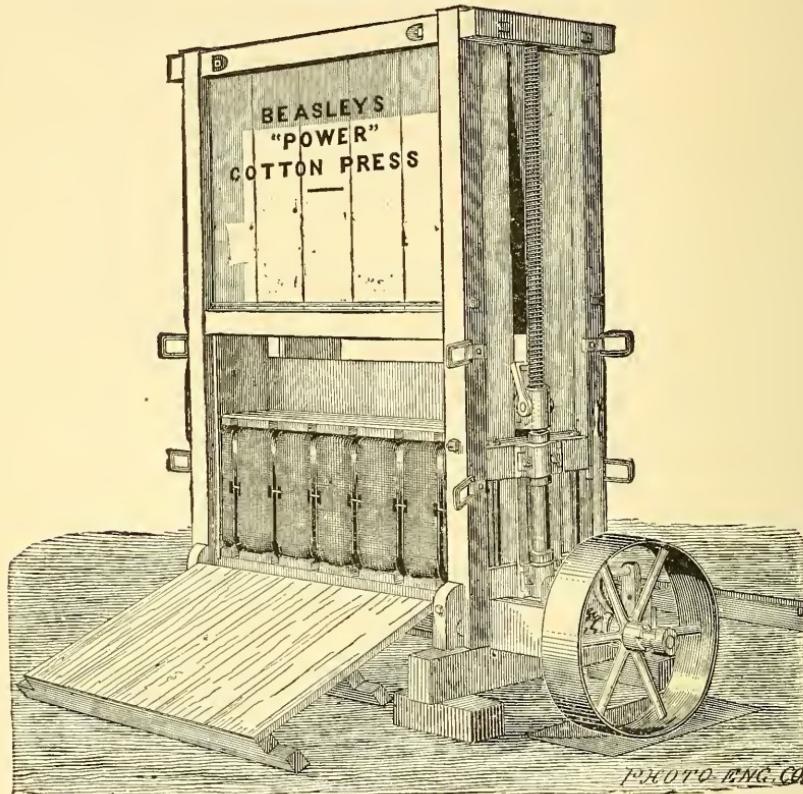
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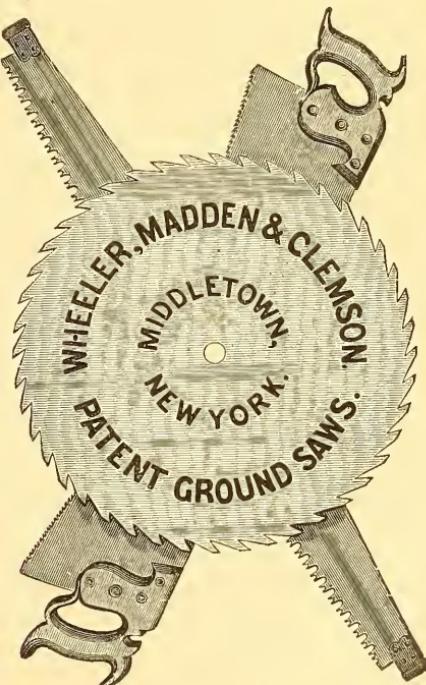
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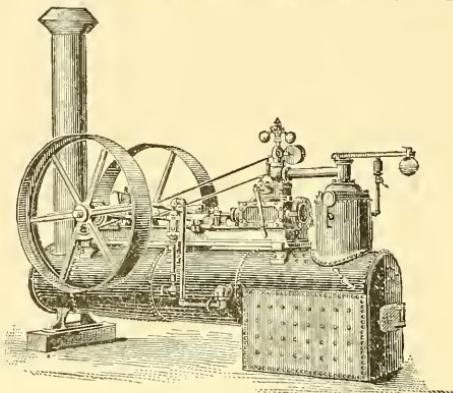


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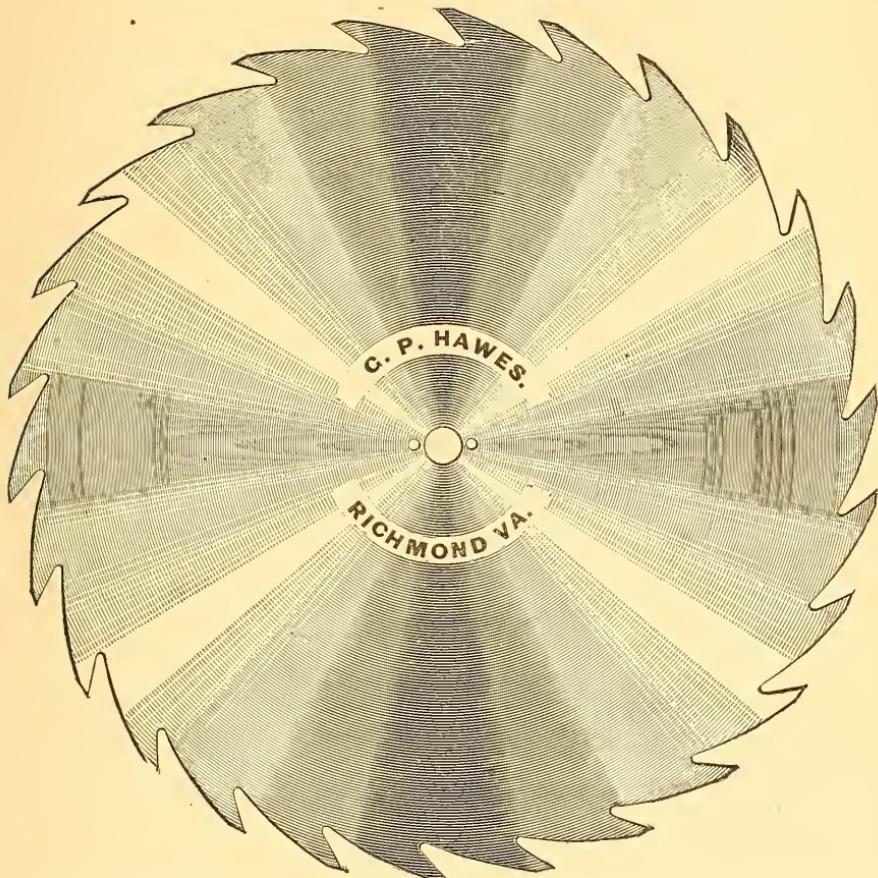
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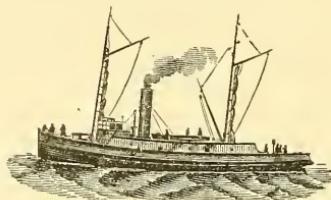
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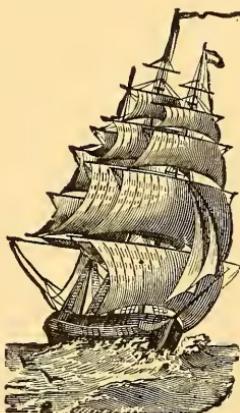
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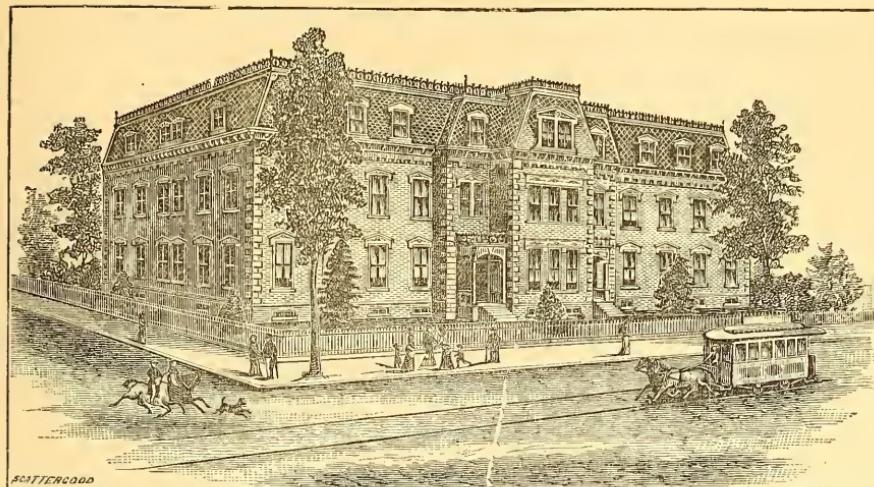
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IT IS not our purpose to weary the reader by attempting to advance any original ideas upon the momentous question of Education, which is universally admitted to be one of paramount importance in every civilized and progressive community, and has been worn almost threadbare by the preachers and lecturers, commentators and statesmen, of all generations. Our present concern is merely with the facilities which are enjoyed by our own people for securing this "pearl without price," and the statistics in this respect make a very handsome showing. We have an excellent system of Public Schools consisting of Primary and Grammar departments. To these will doubtless be added at no distant date a High School for which considerable demand is now made and which is alone needed to make our public school system complete. Our private seminaries for boys and girls are of the very highest order and afford a first-class education. The Norfolk College for Young Ladies is one of the leading institutions of its kind in the whole country and is attended by students from all sections. There are many parents who think it to their children's advantage to become early independent of the limited and sometimes monotonous influences of the home circle and therefore prefer for them a boarding school at not too great a distance; and again, later on, they desire that their sons shall enjoy the benefits of a University training. To these it is a source of great comfort that they are within such easy reach of schools like the University School at Petersburg, and the seats of more advanced learning such as the Medical College at Richmond, the University of Virginia at Charlottesville, the College of Physicians and Surgeons at Baltimore, Salem Academy and other first-rate educational institutions which abound in this and the adjoining States. Norfolk is famous for her accomplished ladies and talented professional men, and nearly all of these have received their education within the boundaries of Virginia, if not within the limits of this City. In fact there is no spot in the United States which enjoys greater educational facilities than does Norfolk, and both cause and effect may be attributed to the same fact, namely, that her people fully appreciate the advantages—social, professional, commercial and political—of a sound and liberal education, and spare no effort to secure it for their children.



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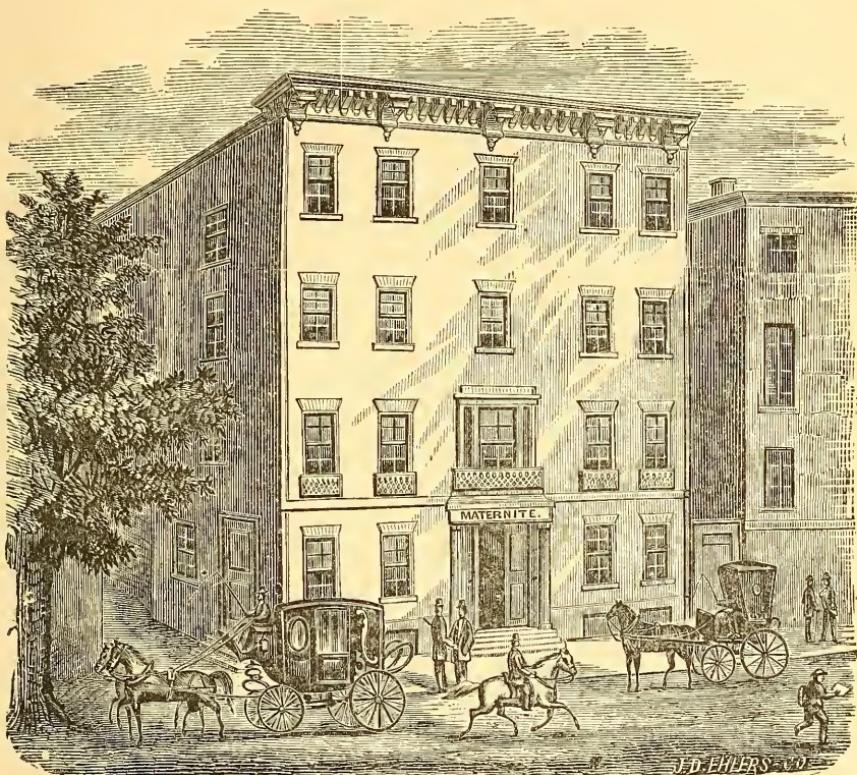
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Maj. A. G. SMITH, Bethel Academy P. O., Fauquier Co., Va.

### GROCERIES.

**A**S IS the case in all mercantile communities, the grocery trade here holds an important and influential position, for it is the trade of all others which affects all classes in city and country and commands universal attention. The business transacted in Norfolk during the last year has involved the enormous sum of \$8,000,000, including the sales effected by the retail establishments. This is a great increase of trade as compared with former years, and there is every reason to believe that the improvement will continue, for the country merchants all over the Eastern districts of Virginia, North and South Carolina and Georgia are beginning to realize the important fact that they can buy as good articles here as are to be met with in the Northern markets, while at the same time they can save money in freights and transportation expenses by purchasing them nearer home.

Failures in this branch of trade occur here with gratifying infrequency. On the contrary, it is almost entirely in the hands of discreet and experienced firms whose financial strength is considerable and constantly on the increase.

The stocks of groceries kept on hand are usually of a very extensive and varied character and are augmented by such alien articles as powder, shot, buckets, brooms, tubs, rope and other commodities in general use but not strictly belonging to this category. These goods are shipped in great quantities to all parts of the Southern seaboard as well as to the villages and hamlets of the interior, and Norfolk is thus kept in intimate communication with her rural neighbors and customers who frequently visit our wholesale establishments to renew their stocks, sometimes buying whole car-loads and sometimes a single box or barrel, according to the season of the year and the requirements of their agricultural constituencies.

Our excellent transportation facilities by land and water to and from every great market of this Continent and Europe have enabled us already to build up an immense grocery trade, but there is still plenty of room for expansion, and we are among those who believe that Norfolk will at some not distant day become the great central distributing point for all the South-eastern States. To this end we must invite the direct importation of coffee, fruits, and other foreign produce and discourage the practice sometimes adopted by ships' captains of coming here in ballast.

The approximate amount of capital invested in the grocery trade of Norfolk is \$750,000.

ESTABLISHED 1871.

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E. T. POWELL.

J. R. POWELL.

**E. T. POWELL, SON & CO.,**

(Successors to EASTHAM, POWELL &amp; CO.,)

**Wholesale Grocers,**

90 Water St. and 41 Commerce St.,

**NORFOLK, VA.**

LARGE DEALERS IN

Flour, Meats, Sugars, Coffee,  
Teas, Syrups, Salt, Lard,  
Mackerel, Herring,

AND IN FACT ALL ARTICLES USUALLY KEPT IN A

**WHOLESALE GROCERY HOUSE.**

Special inducements offered to Prompt Paying and Cash customers.

ESTABLISHED 1865.

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**M. L. T. DAVIS & CO.,**

WHOLESALE DEALERS IN ALL KINDS OF

**GROCERIES, PROVISIONS,****FISH, FLOUR, SALT, &c.**

91 Water, corner Commerce St.,

**NORFOLK, VA.**

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INCORPORATED 1883.**NORFOLK IMPORTING AND EXPORTING COMPANY,****NORFOLK, VA.**

---

THE IMPORTATION OF ALL KINDS OF FOREIGN SALT A SPECIALTY.**OFFICERS:**

M. L. T. DAVIS, of M. L. T. Davis &amp; Co., President

W. C. DICKSON, of T. A. Williams &amp; Dickson, Treasurer.

WASHINGTON TAYLOR, of Washington Taylor &amp; Co. Sec'y.

**DIRECTORS:**

M. L. T. DAVIS, of M. L. T. Davis &amp; Co., Norfolk.

T. A. WILLIAMS, of T. A. Williams &amp; Dickson, Norfolk.

JAS. T. BORUM, of W. F. Allen &amp; Co., Norfolk.

WASHINGTON TAYLOR, of Washington Taylor &amp; Co., Norfolk.

B. D. THOMAS of M. L. T. Davis &amp; Co., Norfolk.

W. C. DICKSON, of T. A. Williams &amp; Dickson, Norfolk.

W. G. W. PARKER, of W. &amp; J. Parker, Portsmouth, Va.

**CORRESPONDENCE SOLICITED.**

W. F. ALLEN.

**ESTABLISHED 1864.**

J. T. BORUM.

• • •

# W. F. ALLEN & CO.,

# WHOLESALE GROCERS,

99 Water St. & 18, 22, 26 & 30 Rothery's Lane,  
**NORFOLK, VA.**

• • •

 FLOUR AND MEATS A SPECIALTY.  
 Special attention given to CAR LOAD quantities of  
**MOLASSES, FLOUR, MEATS & SALT.**

**JOHN Z. LOWE,**

WHOLESALE AND RETAIL DEALER IN

Fine Family Groceries, Ship Stores, Provisions,  
 FINE WINES, LIQUORS, CIGARS, TOBACCO, &c.  
 13 and 15 Corner Market Square and 1, 3, and 5 Union Street,  
**NORFOLK, VA.**

**Roasted Coffee and Fine Teas a Specialty.**

P. A. BLACKBURN.

KENNON JONES.

G. G. HOBSON.

**BLACKBURN, JONES & CO.,**  
**WHOLESALE GROCERS,**  
 Specialties: Syrups, Butter, Fish and Sugar Cured Meats.

**No. 11 COMMERCIAL ROW, - NORFOLK, VA.**

EDWARD MAHONEY.

WM. DONOVAN.

**MAHONEY & DONOVAN,**  
**WHOLESALE GROCERS**

Flour a Specialty. Butter, Cheese, Lard, Smoked Meats, Fish, Soaps, &c.

S.E. Corner of Roanoke Dock and Mahoney's Wharf, - NORFOLK, VA.

**M. DUGGAN,  
SOAP MANUFACTURER**

**Loyall's Lane, bet. Union and W. Water Sts.,**

ONE SQUARE FROM THE MARKET,

**NORFOLK, VA.**

**BUYS AND SELLS TALLOW, GREASE, &c.**

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**COAL, WOOD AND ICE DEALERS.**

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**I**N addition to the immense amount of coal and wood necessarily consumed by our own people during the year, a large business is done in these commodities with the shipping in our port and also with dealers in the surrounding country. The Norfolk & Western and Chesapeake & Ohio Railroads supply the greater part of the demands of this market, and the rest is brought from Pennsylvania and Maryland. Except for the purposes of steam, the trade becomes dull from the opening of Spring till the time arrives for laying in the Winter's supply. A good trade is carried on during the Winter months in what we might term retail quantities with those who are unable to buy more than a ton or so of coal, or a cord or two of wood, at a time. During the busy season our coal and wood yards are severely taxed to supply their customers. But the principal trade is that which is shipped from this port in bulk, and the Norfolk & Western Railroad Company is now preparing to erect immense bins at Lambert's Point and to make Norfolk the greatest coaling depot on the coast. The finest steam coal in the world comes over its line from Western Virginia and can be delivered here at comparatively low prices. This improvement is expected to attract numerous coastwise and ocean steamships to our waters and to give a new impetus to our general commercial interests.

The wholesale and retail Ice business of the City, which in several instances is conducted by those who deal in fuel, is also very considerable. Large quantities are shipped to the fisheries of North Carolina as well as to other points south of Norfolk, while the home consumption is by no means small during the Summer months. The combined transactions in these three commodities during the year 1883 amounted to within a fraction of \$650,000, upon a capital of less than a quarter of that sum.

---

**G. W. TAYLOR & CO..**

DEALERS IN ALL KINDS OF

**ANTHRACITE } COAL { BITUMINOUS**

**STEAMBOAT COAL A SPECIALTY.**

**Office 47 Granby Street,**

**Yard Liverpool Wharf.**

THOS. J. NOTTINGHAM.

WM. A. WRENN.

# NOTTINGHAM & WRENN,

WHOLESALE AND RETAIL DEALERS IN

# COAL, ICE AND WOOD,

GENERAL OFFICES:

54 Main Street, under Atlantic Hotel.

NORFOLK, VA.

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YARDS AND BRANCHES:

Nottingham & Wrenn's Wharf, - - -	Atlantic City.
Norfolk and Western Railroad Depot, - - -	Norfolk.
Nos. 6 and 7 Campbell's Wharf, - - -	Norfolk.

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LOCAL AGENTS FOR THE

## CELEBRATED POCAHONTAS STEAM COAL

which we guarantee superior to any other in **quality** and **preparation**,  
and offer it at **LOW PRICES** in any quantity desired.

Constantly in Stock Complete Assortment of

## EGG, STOVE AND NUT COALS.

In our **ICE BUSINESS** our facilities are unsurpassed. We cut our own ice in Maine, have large storage capacity and guarantee lowest market prices by the cargo or in small quantities.

**WOOD sawed, split and delivered. Also Bundled KINDLING  
WOOD for Sale.**

NOTTINGHAM & WRENN.

Rawlins, Whitehurst & Co.

Wholesale and Retail Dealers in

# Eastern Ice,

OFFICE 11 AND 13 NIVISON STREET,

*Warehouse Biggs' Wharf, near Jerry Dock,*

NORFOLK, VA.

---

KEEP CONSTANTLY ON HAND QUANTITIES SUCH AS  
TO ENABLE US TO BE PREPARED AT ALL  
TIMES TO FILL ORDERS BY

\* \* WHOLESALE AND RETAIL. \* \*

BRANCHES:

Elizabeth City, N. C., ICE and COAL,

Plymouth, N. C., ICE and COAL,

Hampton, Va., ICE.

ORDERS BY MAIL OR DISPATCH RECEIVE OUR  
PROMPT ATTENTION.

We are prepared to furnish ICE by the cargo  
**DIRECT FROM MAINE.**

POND OR RIVER ICE,  
OF THE VERY BEST QUALITY.

ORDERS FOR CAR LOADS, BARRELS OR HOGSHEADS,  
**PROMPTLY FILLED.**

All Enquiries receive our Immediate Attention.

## BUILDERS' MATERIALS.

---

**S**O great has been the progress in this department of our trade that many of the comparatively humble and cheap dwelling houses built in the City during the past few years surpass in durability, comfort and elegance the costlier mansions of former times. While the character of these buildings has improved, the cost of building has considerably decreased. The quality of the bricks manufactured in this neighborhood is good, although the Norfolk yards are as yet only turning out rough work, and the fine pressed bricks are still imported from Philadelphia and Baltimore. Our dealers in building material occupy extensive warehouses and their stocks of Finishing Limes, Cement, Plaster, Laths, Cornice, Paving and Building Bricks, &c., are large. Surrounded by saw mills, Norfolk is an excellent market for Sash, Doors, Blinds, Mouldings, Brackets, &c., and millions of feet of excellent building lumber of home manufacture find ready sale here at low figures. Contractors find the supply of regular goods abundant and there is every facility at the mills in and around the City for the prompt and satisfactory execution of their orders.

---

**JOHN O. GAMAGE & SONS,  
100 & 102 WATER STREET, NORFOLK, VA.**

**RECEIVERS AND SHIPPERS OF ALL KINDS OF**

**BUILDING AND FINISHING LIMES,  
SHELL LIMES, CEMENTS OF ALL KINDS,**

**Plaster, Laths, Pipe Clay, Bricks, Slates, Tar, &c., &c.**

**Special Rates in Freights and Prices for Wholesale Lots.**

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## BOOKS AND STATIONERY.

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**J**THE quality and quantity of reading matter in circulation among the people of any community will be found a very accurate test of their intellectual capacity and refinement. Where there are well patronized public or circulating libraries, many and flourishing book stores carrying large and well selected assortments of standard literature, there will also most certainly be found a large proportion of cultivated and well informed readers. And this may justly be claimed by Norfolk and Portsmouth where the book business has been successfully conducted by men whose own high education and mental culture eminently qualify them to cater to the intellectual requirements of their neighbors. We have several handsome and well stocked book and stationery stores where all commodities usually kept by first-class establishments of the kind are to be found in great abundance and endless variety, including choice selections of paintings, engravings and photographs, stereoscopes and a host of other articles which may be grouped under the generic term, "fancy." These stores are all doing an excellent business and are sources of much enjoyment to our appreciative citizens as well as to the visitors with whom our hotels are always filled.

## BOOKS AND STATIONERY.

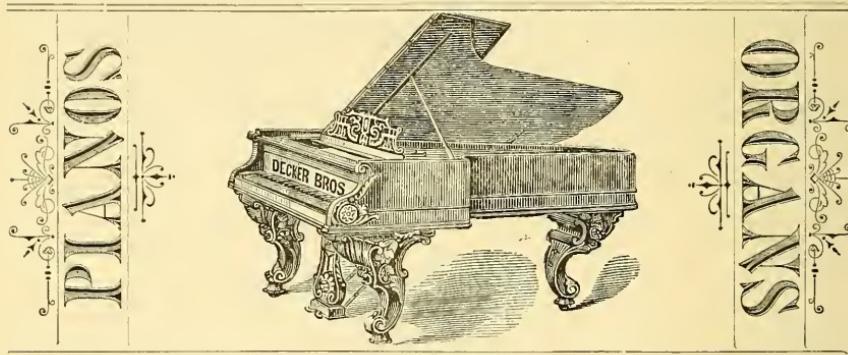
All the Leading School and College Text-Books.

COUNTING-HOUSE AND SCHOOL

## STATIONERY.

Blank Book Manufacturers,

Lithographing and Printing. Card and Wedding Invitations Engraved to order. Fancy goods of every description, in Russia, Plush and Leather Goods.



BEST NOW MADE AT FACTORY PRICES.

## HUME & PARKER,

Booksellers and Stationers,

Dealers in Fancy Goods, Pianos and Organs,

104 MAIN STREET, - NORFOLK, VA.

Special Attention to Jobbing.

C. HALL WINDSOR,  
Stationer and Bookseller,  
Corner Main and Bank Streets,  
NORFOLK, VA.

## FINE STATIONERY!

The Largest and Most Complete Assortment in the City.

## BLANK BOOKS

Of Every Variety and of all sizes. Plain and Russia-bound  
Pocket and Memorandum Books.

## INKS?

School and House Sizes and of the best makes.

## PENS!

All styles and qualities.

Agent for FOLEY'S GOLD PENS, BIBLES and SCHOOL  
BOOKS, ARTISTS' MATERIALS, MATHEMAT-  
ICAL INSTRUMENTS.

The best quality of Goods for Ladies, Merchants, Bankers  
and Students.

Miscellaneous Literature and New Music on hand and to order.

C. HALL WINDSOR,

Cor. Main and Bank Streets,

NORFOLK, VA.

## SEEDSMEN.

---

**S**URROUNDED as we are by an immense trucking area, it is not to be wondered at that the seed trade has grown and prospered until it has reached its present imposing proportions. Sales are not made exclusively to truckers, however, for large quantities are consigned to almost all parts of the United States where the soil is suited to the cultivation of vegetables indigenous to this climate. The seedsmen of Norfolk are particularly careful to insure to the seed the highest condition of vitality and make it their special aim to produce only such seed as will be best adapted to the soil and climate in which they are intended to propagate.

The business has here been conducted upon such correct principles that large orders from distant points keep our seedsmen constantly employed. To build up and retain the trade of our own truckers from year to year requires the utmost integrity and activity on the part of the dealer, for a single failure would shake the confidence of a whole district in the purity and reliability of his goods and would inflict almost irreparable injury upon his business. He must also have a practical knowledge of planting, cultivating, gathering and handling, or success will be difficult, if not impossible, of achievement. It is gratifying to know that all these qualifications are possessed in a conspicuous degree by Norfolk's seedsmen.

## GEORGE TAIT & SON, SEEDSMEN,

**7 MARKET SQUARE, NORFOLK, VA.**

**Finest American, Canadian, English, French and German Seeds of all kinds, suited for the South.**

Catalogue and Price List mailed on application.

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## BAGS AND BAGGING.

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**J**IT IS a matter of regret that in Norfolk there is as yet no manufactory for these goods which are so largely consumed by our cotton merchants, fertilizing manufacturers and peanut dealers. It is true that the machinery necessary to manufacture the cloth (burlaps) from the raw jute would be very expensive and it would require a large capital and larger experience to compete successfully with the factories at the North. But no such objection can be raised against the manufacture of the bags from the burlaps. Until lately our supply has been drawn from Northern points, but recently our sister City Petersburg has come to the rescue and can supply our consumers with the same material at Northern prices, thus saving them the item of freight—a small item when estimated upon a single bag, but a considerable saving upon a year's consumption.

# VIRGINIA BAG FACTORY PETERSBURG, VA.

---

CARTER R. BISHOP & CO.,

MANUFACTURERS OF

BURLAP AND COTTON

> SACKS, <

—) FOR (—

Peanuts, Fertilizers, Grain, Flour, Meal, Sumac, &c.

PLAIN OR PRINTED.

---

HEADQUARTERS FOR SACKS, BAGS,  
AND BAG TWINE.

OUR FACTORY IS RUN BY STEAM AND, HAVING RECENTLY DOUBLED OUR CAPACITY, WE ARE NOW PREPARED TO EXECUTE ALL ORDERS WITH NEATNESS AND DISPATCH.

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OUR LARGE AND RAPIDLY GROWING TRADE DEMONSTRATES THAT OUR GOODS ARE AS WE REPRESENT THEM AND OUR PRICES MODERATE.

## TOBACCO, CIGARS AND CIGARETTES.

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**A**LTHOUGH Norfolk has no important Tobacco factories of her own, she is nevertheless so closely allied to the producing and manufacturing districts and handles so much of this great staple product of Virginia and the adjacent States, that her commercial interests are very perceptibly influenced by the success or failure of the crop. Despite the bad name which its enemies have from the beginning endeavored to fasten upon what they are pleased to term "the noxious weed," the cultivation and manufacture of tobacco have become a power that is now universally recognized, and of all the States in this great tobacco growing country, those of Virginia and North Carolina take front rank. Nearly all the factories in these two States are represented by agents in Norfolk, and large quantities are purchased by our cigar manufacturers and dealers. In proportion to its population Norfolk consumes as much tobacco as any City in the Union, and its wholesale and retail trade amounts to nearly two millions of dollars annually. The manufacture of cigars has of late years become an important industry in Norfolk, while the famous factories at Richmond, Petersburg and Durham, N. C., keep us well supplied in the most popular varieties of smoking and chewing tobacco and cigarettes. We have ventured to prophesy that Norfolk, by reason of her proximity to the extensive tobacco growing districts of Virginia and North Carolina, will become, ere long, a great tobacco market and manufacturing point, and that her own factories will compete for the extensive foreign trade which is now to a great extent supplied *through*, instead of *from*, this port.

### TO CIGARETTE SMOKERS.

---

The unequalled excellence in the quality of our RICHMOND STRAIGHT CUT, No. 1 (brand) by which they have achieved a recognition as being the finest cigarettes made in this country, and whereas the consequent large demand has led base imitations of the brand to be put on the market, we desire to caution the public against such. The original and genuine brand of RICHMOND STRAIGHT CUT, No. 1 CIGARETTE, (introduced by us in 1875) bears our signature on each package.

ALLEN & GINTER, Manufacturers,  
Richmond, Va.

**ALSO MANUFACTURERS OF**

OUR LITTLE BEAUTIES,  
OPERA PUFFS,  
RICHMOND GEM,  
PERFECTION,  
DUBEC'S,  
PETS,  
&c., &c., &c.

CIGARETTES

RICHMOND GEM CURLY CUT,  
RICHMOND STRAIGHT CUT,  
RICHMOND CAVENDISH, No 1,  
IMPERIAL AND BIRD'S EYE CAVENDISH,  
TURKISH AND PERIQUE MIXTURE,  
OLD RIP LONG CUT,  
&c., &c., &c.,

SMOKING  
TOBACCO.

## A WORLD FAMOUS ESTABLISHMENT.

---

VALENTINE'S MEAT JUICE MANUFACTORY, RICHMOND,  
VIRGINIA.

---

 **F**ALL the great industries which have shed lustre upon the name of Richmond as a great manufacturing centre, there is not one which has secured the same world-wide reputation as the Meat Juice Manufactory of Mr. Mann S. Valentine, and there is no article of commerce which has proved of greater value or earned more favorable recognition than the Meat Juice itself. In every country of the civilized world this peerless extract has firmly established its claim to be regarded as a public benefactor, and hundreds of thousands of grateful people attest and proclaim its virtues.

But in addition to the innumerable testimonials obtained by the Meat Juice from private beneficiaries and individual members of the medical and other scientific professions, well-deserved honors in the form of medals and diplomas have been awarded to its enterprising proprietor at the Centennial Exposition (Philadelphia) in 1876; the Paris Exposition in 1878; the Brighton (England) Domestic and Scientific Exposition held in 1881, and the International Medical and Scientific Exposition, held in London (England) in 1881. The value of the last named diploma is worthy of special attention, as the committee which awarded it was composed exclusively of eminent and representative medical men and sanitary scientists, whose opinions on preparations of this nature are absolutely beyond appeal.

The Meat Juice is extracted from the flesh of only the healthiest and finest beef cattle by means of specially adapted machinery, and the highest price is paid for the meat so utilized. For the purposes of this one specialty, about fifteen thousand pounds of prime beef is killed daily, and the choicest portions consumed in its manufacture.

The cattle from whose fibre this wholesome and health-restoring fluid is expressed are of the famous Durham breed, raised on the succulent blue grass of Western and South-western Virginia, and are specially selected for their condition and weight, which averages 1,500 pounds. As illustrating the extreme care bestowed upon the manufacture of the Meat Juice, it should be stated that when tested every bottle is found to contain the same specific gravity. It is almost unnecessary to add that such results can only be reached by scientific accuracy in the preparation and process employed. An intelligent estimate of the practical value of the Meat Juice may be formed from the statement, based upon actual analyses, that a two-ounce vial of it contains the equivalent of a pint and a half of liquid animal essence, which latter will sustain human life for forty-eight hours.

Valentine's Meat Juice has attained its present universal popularity simply and solely by virtue of its acknowledged purity and intrinsic value, and the experience of large numbers of persons thoroughly qualified to form an intelligent and impartial opinion goes to prove that it is invaluable as an easily digested article of food, containing as it does, the greatest possible amount of nutriment in the smallest possible compass. It is easily portable, and is therefore of great benefit to the traveller by land or sea, and is absolutely unaffected by change of temperature or climate, as is evidenced by the fact that wherever Valentine's Meat Juice is met with, whether in Europe or Australia, in India or California, it fully maintains the high reputation with which it first leaves the factory.

In order to meet the ever-increasing demand for this favorite essence, Mr. Valentine has been compelled to provide new works with entirely new machinery and greatly enlarged capacity. These works are now in process of erection and will shortly be ready for occupation.

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## RAILROAD, STEAMBOAT AND MACHINIST SUPPLIES.

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FROM comparatively small beginnings this trade has grown to be one of the most thriving in the City. Being conducted by pushing, energetic, practical men who recognize its necessary influence upon a seaport of Norfolk's importance, this branch of commerce has been placed and maintained in the foremost rank, and, combined with hardware, reached, in 1883, the handsome total of nearly one million dollars. Norfolk is naturally the central point of large railroad, steamboat, milling and general manufacturing interests, and, as a result, controls a large business in the line now under consideration. In the year 1868 one enterprising firm started out upon this hitherto unoccupied field; now three houses are kept busy in meeting the demand upon their joint resources. The time was when a trifling accident to its machinery would necessitate the stoppage of a mill or factory and impose great inconvenience and loss upon its owner, but this state of things has been entirely done away with, and any want can now be supplied or any defect repaired by skilled hands without the expense and delay incidental to the old regime. Norfolk now furnishes all kinds of mill supplies, not only to the almost innumerable mills and factories of this immediate neighborhood, but also to those of the adjoining States, and this branch of trade, while it is steadily improving its own position, is at the same time performing its legitimate part in building up the City and making it the great central depot of this section.

**MAYER & CO.**

Gum and Leather Belting,

**SAW MILL,**

**Steamboat & Railroad Supplies**

**RAFTING GEAR.**

Sheet Gum,	Tallow,	Steam Hose,
Lard Oil,	Waste,	Water Hose,
Kerosene Oil,	Nails,	Boat Spikes,
Signal Oil,	Files,	Lace Leather,
Sperm Oil,	Lanterns,	Swage Sets,
Cylinder Oil,	Bellows,	Emery Wheels,
Fish Oil,	Axes,	Grind Stones,
Jute Packing,	Forges,	Crowbars,
Cotton Packing,	Anvils,	Cant Hooks,
Brass Tubing,	Sledges,	Gauge Cocks,
Safety Valves,	Chains,	Air Cocks,
Water Gauges,	Anchors,	Pipe Tongs,
Steam Gauges,	Coil Heaters,	Pipe Wrenches,
Steam Whistles,	Tackle Blocks,	Pipe Vices,

Bolts, Nuts and Washers,  
Galvanized Boat Spikes,  
Hand and Force Pumps,  
Iron Valves and Coeks,  
Brass Valves and Cocks,  
Taps, Reamers and Drills,  
Steam and Hand Pumps,  
Expansion Joints,  
Combination Columns,  
Golden Machinery Oil,  
Lubricators and Oil Cups,  
Usidurian Packing,  
Soap Stone Packing,  
Asbestos Packing,

Lap Welded Charcoal Iron Boiler Tubes, Cast Iron Fittings for Wrought Iron Pipe, Wrought Iron Pipe for Steam, Water and Gas, Malleable Iron Fittings for Wrought Iron Pipe, Power and Hand Machines for Cutting and Threading,  
&c., &c., &c., &c.

Wickersham Packing,  
Italian Hemp Packing,  
American Hemp Packing,  
Scotch Glass Tubes,  
Boiler Tube Cleaners,  
Stock and Dies,  
Damper Regulators,  
Heavy Pipe for Drive Wells,  
Inspirators or Boiler Feeders,  
Manila Rope and Spun Yarn,  
Cast Iron Water and Gas Pipes,  
Straightway Valves and Hydrants,  
Tucks Packing, Round & Square,  
West Virginia Lubricating Oil,

**4 and 6 W. MARKET SQUARE, and 118 WATER STREET,  
NORFOLK, VIRGINIA.**

## WHOLESALE BOOTS AND SHOES.

---

**H**EATL dealers in the small towns of the South and South-west, and general store-keepers in the villages and hamlets of our tributary back country, have begun to realize that they can make their purchases of these essential commodities in Norfolk on more advantageous terms than those offered on the same goods in other markets. Incomprehensible as it may at first seem it is nevertheless a fact that our wholesale dealers are able to supply the trade at factory prices, and sometimes even below them. The explanation is simple enough. Having a sufficient working capital they are able to visit the factories at a time when the market is dull or depressed and to buy up the whole stock, or so much of it as is suitable to their trade, and are thus enabled to offer their customers better figures than they could obtain during the active season and in smaller quantities, from the manufacturer. The wholesale Boot and Shoe business of Norfolk is in the hands of sterling business men who are intimately acquainted with the wants of the trade and thoroughly understand it in its most minute details. Their annual sales are heavy, much of their business being secured by their travelling salesmen from country merchants who seldom visit the City. The bulk of our trade in this branch is still confined to Eastern Virginia and the Carolinas, but it is spreading gradually and will doubtless some day overspread a much more extended territory.

---

**SMITH N. BRICHOUSE & CO.,**

WHOLESALE

**Boots and Shoes,**

*COR. WATER AND COMMERCE STREETS,*

**NORFOLK, VA.**

---

**SALES MEN :**

JOHN W. OLD.

T. M. SAUNDERS.

THOMAS OLD.

JOHN T. MANSFIELD.

FRED. FLETCHER.

**DRUGS, PAINTS AND OILS.**

**H**E showing in this trade is excellent, and although its details are small the business continues to grow in volume. Both wholesale and retail stores show all the appearances of prosperity and are pushing trade vigorously. Last year's transactions represented half a million dollars divided among three wholesale and about fifteen retail stores, having a working capital amounting to \$125,000. The stocks are large and the stores are handsome, the heavier goods being stored in large warehouses where convenience and safety from fire are matters of paramount importance. Besides Drugs, Paints and Oils, all our wholesale houses carry full lines of Window Glass, Perfumery, Spices, Wines and fancy articles in great variety. Many of the most valuable roots and herbs used in the manufacture of medicine are natives of this soil and large quantities are gathered and prepared here for other markets. Our dealers can supply as pure goods, and on as advantageous terms as can be had in any city in the Union, and in many instances the prices are in favor of Norfolk.

---

**WALKE & WILLIAMS,****DEALERS IN****DRUGS, PAINTS,****OILS, &c.,****Cor. Water St. & Roanoke Sq.,****NORFOLK, V.A.**

# THE VIRGINIA HOG CHOLERA CURE.

**THE MOST VALUABLE DISCOVERY OF THE AGE.**

**Indispensable to Farmers and all who raise Hogs.**

**IT IS A CERTAIN PREVENTIVE AS WELL AS CURE,  
AND IS AN EXCELLENT CONDITION POWDER.**

**One pound will insure the safety of a dozen hogs.**

**THE MOST VIOLENT AND VIRULENT CASES OF "HOG CHOLERA" OR  
"SWINE PLAGUE" YIELD READILY TO ITS CURATIVE POWER.**

**No disease can exist among Swine where it is used.**

*Out of the many hundreds of Testimonials we have received, we offer in this space the following:*

M. R. BUTLER, Windsor, N. C.—I have had no trouble among my hogs since its use. I can safely recommend the Virginia Hog Cholera Cure as a valuable and wise discovery.

THOS. W. FARISH, Ashland, N. C.—After giving your medicine I saw no further indications of the disease and I never saw hogs fatten so rapidly. Your remedy is what we have long needed.

W. C. THOMAS, Lockville, N. C.—I am sure your medicine does what you claim and is a great success. My hogs began to improve after taking the first dose, and all got well.

WM. F. FOUSHIER, Probate Judge, Chatham Co., N. C.—I am sure your Virginia Hog Cholera Cure cured my hogs, and the experience of some of my neighbors also warrants me in saying that it is eminently worthy of the confidence of all who raise hogs.

MILES HOFFMAN, Jugtown, N. C.—Although my hogs were very ill, the Virginia Hog Cholera Cure cured them. I believe it a sure cure and preventive, will always keep it at hand.

C. B. PRIDGEN, Kelly's P. O. Bladen Co., N. C.—Your Virginia Hog Cholera Cure proved a success.

S. S. GREGORY, Indiantown, N. C.—We have lost no hogs since we began using your remedy. Send me one dozen packages and I will pay whatever your price is.

JOSH. K. SINGLETON, Yorkville, N. C.—I am enthusiastic over the wonderful results brought about by your Virginia Hog Cholera Cure. Of all remedies I've used, yours proved the only success. Two days was sufficient to cure the most violent cases, and hereafter I shall never be without your preparation.

We will be glad to send, upon application, a pamphlet of testimonials from the best farmers and hog raisers in Virginia and Carolina, or to quote prices and terms to consumers or country merchants. Every country store should keep this wonderful remedy, and we invite correspondence as to agencies.

THE VIRGINIA HOG CHOLERA CURE can be had of the principal Wholesale Drug-gists throughout the country.

**BUTLER, WINSTON & CO., Manufacturers.**

**P. O. Box 648.**

**NORFOLK, VA.**

**AGENTS WANTED IN EVERY COUNTY.**

FROST, SON & CO.  
**SIGN AND CARRIAGE PAINTERS,**  
155 MAIN STREET, and Newton's Lane,  
NORFOLK, VA.  
**COUNTRY ORDERS SOLICITED.**

---

FURNITURE, CARPETS AND PIANOS.

---

**T**HE trade in these articles has assumed very great importance of late years, and there are very few Cities south of Philadelphia that can boast of as handsome warerooms and as large assortments of stock as can Norfolk. Every conceivable article of household furniture can be purchased here at factory prices and the variety in design, material, quality and price, is simply endless. Every taste and every pocket can be suited whether the article sought be intended for the parlor, drawing room, chamber, office or school. There are several liberal and enterprising firms engaged in this business in Norfolk, and they can afford to sell their goods at reasonable figures for the reason that they make their purchases at the manufactories and obtain the most favorable rates.

Carpets of every description from the ordinary floor-covering of domestic make to the costly products of the European and Oriental looms are to be seen here in rich profusion, together with mats, rugs, oilcloths, mattings and other kindred wares. Curtains, window shades, mattresses, picture frames, cords, tassels, baby carriages and a host of other commodities which we have no space to enumerate are affiliated to this branch of trade and are kept here in large quantities.

Pianos and organs from the most famous factories in the world find an excellent market here, and the most absolute guarantee is given with each instrument sold. The aggregate sales in Norfolk of furniture, carpets, pianos and organs for the year 1883 exceeded \$500,000.

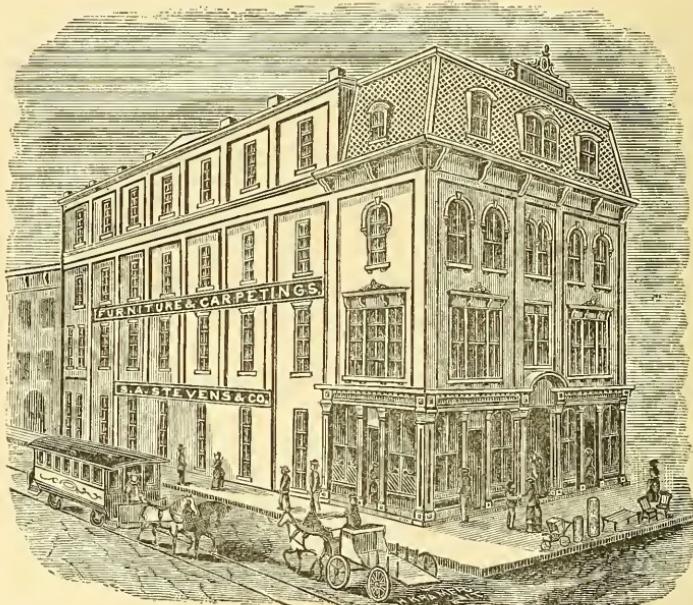
North Carolina and Eastern Virginia find this a most advantageous market at which to make their selections and each succeeding year brings increased business to our dealers. There are still a few of our people who refuse to acknowledge excellence unless they import it direct from some distant market, but experience has taught the great majority of consumers that it is more economical as well as infinitely more satisfactory to deal with merchants whom they know personally and meet every day, reliable and responsible business men whose reputations are without reproach and who are always accessible when, through some accident or unsuspected defect, a guarantee may have to be made good.

# FURNITURE, CARPETING AND PIANOS.

**S. A. STEVENS & CO.**

Cor. Main and Granby Sts.

The Oldest Furniture House in Norfolk.



**THE LARGEST & MOST COMPLETE STOCK  
OF ANY HOUSE IN OUR BUSINESS IN VIRGINIA.**

## **OUR FURNITURE DEPARTMENT**

Is most complete, embracing every article wanted to furnish a house, from the cheapest to the most elaborate and expensive quality.

## **OUR CARPET BRANCH**

Is fully stocked with all grades of floor covering, from that wanted by the poor man for his cottage, to the finest Velvet or Brussels Carpet for the mansion of the rich.

We call especial attention to our **MUSIC DEPARTMENT**. We keep constantly a large assortment of the very best PIANOS made in the World, comprising the celebrated instruments of **CHICKERING & SONS**, **STEINWAY & SONS**, **HENRY F. MILLER** and **W. P. EMERSON**. Every instrument sold at manufacturers' prices and guaranteed for five years.

Our Prices are Guaranteed as Low as in New York or Baltimore.

A. E. HALL.

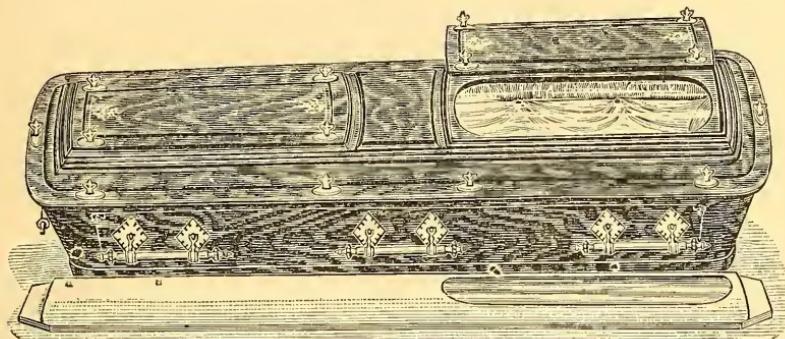
L. D. HOLT.

**A. E. HALL & CO.,**

181 &amp; 183 Masonic Temple,

FREEMASON STREET,

NORFOLK, VIRGINIA.



# **UNDERTAKERS AND FURNITURE DEALERS.**

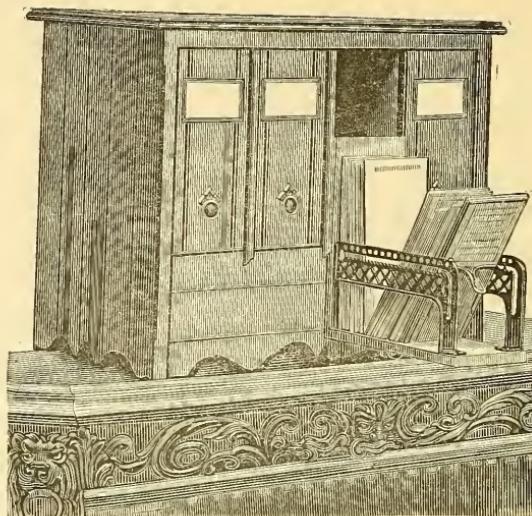
A complete assortment of Metallic, Cloth Covered, Walnut and other Caskets and Coffins. Also a full line of Burial Robes, &c.

A new and elegant Hearse and every facility for conducting the Undertaking business in first-class style and at reasonable rates.

All orders by Telegraph promptly attended to.

Having had a long experience in the Undertaking business, we guarantee satisfaction.

**A. E. HALL & CO.**



## THE NATIONAL FILES CABINET

The most convenient, compact and elegant method ever invented, for filing letters and documents. The papers are kept compressed, but are instantly unlocked and stand on end, by which means, the paper wanted can be selected in a moment. In opening, they suspend from the Cabinet and do not require to be placed on tables or stands for examination.

IN USE IN ALL THE  
Government Departments in Washington,  
AND IN  
Court Houses, Public Offices, and by Lawyers, Mer-  
chants & Business Men throughout the country.

Fine Illustrated Catalogue and Price List sent on application. Write for Catalogue.

**M. J. WINE,**

No. 929 "F" STREET, N. W., WASHINGTON, D. C.

# NATIONAL OFFICE FURNITURE,



No. 37.

COMBINED DRAWER AND FILES CABINET. 24 FILES.  
8 DRAWERS. HEIGHT 7 FT. WIDTH 2 FT. 11 INCHES.

M. J. WINE,  
No. 929 "F" Street, N. W., Washington, D. C.

## WATCHES, CLOCKS AND JEWELRY.

---

**J**THE trade in these articles may be considered by the uninitiated as one of minor importance, for the solitary reason that they are not necessary to health or comfort. This, at any rate, is the view taken of them by the State, which accordingly taxes them as "luxuries." But for all that, a vast amount of money is invested annually in these commodities and the trade statistics of Norfolk show that in 1883 nearly two hundred thousand dollars were here converted into the attractive wares displayed in the show cases of our handsome jewelry establishments, of which there are several in the City. Provided the clocks and watches are of good workmanship, the chains and brooches, spoons and forks, of genuine metal, and the gems of true color and brilliancy, they can never be regarded as a bad investment, as their intrinsic value is not materially prejudiced by careful use; and it follows, therefore, that if your purchases be made from an honest and experienced dealer, your money will always be safe —subject, of course, to a trifling discount, which may be regarded as rent paid for the use of your diamonds or plate. Among Norfolk's most substantial and respected tradesmen may safely be numbered her jewelers, who are, for the most part, practical business men of sufficiently long residence in the City to have established themselves in the confidence and esteem of the public. As a natural and legitimate consequence, they do a large business which is lucrative to themselves and satisfactory to their customers.

### \*WEED'S JEWELRY STORE.\*

  
**L. WEED,**

DIAMONDS, WATCHES, JEWELRY, SILVERWARE,

\*AND ORNAMENTAL GOODS.\*

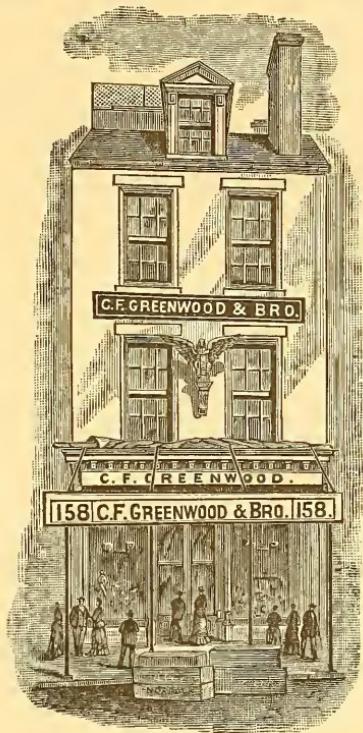
REPAIRING IN ALL ITS BRANCHES.

Fine Watches, Ship Chronometers and Compasses a specialty.

206 MAIN ST., NEAR COR. CHURCH ST.

**"THE CASKET"**  
**JEWELRY STORE,**  
**158 MAIN ST., NORFOLK, VA.**

**WATCHES**



**DIAMONDS**

We are constantly in receipt of new and desirable goods in the  
**WATCH, DIAMOND AND JEWELRY LINE,**

and our unusual facilities enable us to offer first class goods from 5 per cent.  
 to 20 per cent. lower than the lowest.

Every department is now full and attractive.

**GOLD, SILVER, SILVER-PLATE, CLOCKS, SPECS,  
 CANES AND FANCY GOODS.**

Watches, Chronometers, Clocks, Jewelry, &c., repaired by the best workmen  
 in the State.

**C. F. GREENWOOD & BRO.**

ESTABLISHED 1831.

**ARTHUR C. FREEMAN,**

Dealer in

Diamonds, Watches and Jewelry, Solid Silver and Plated Ware, &amp;c.

ENGAGEMENT and WEDDING RINGS,

No. 144½ MAIN STREET, NORFOLK, VA.

Watches and Jewelry Repaired. Hair Goods made to order.

## WINES AND LIQUORS.

**A**T NO period has the wholesale Wine and Liquor trade of Norfolk seen more prosperous days than the present time. While a few years ago only a limited business was done in a limited field, today our dealers make consignments to the far South and South-west; and even in the Northern States many of the Norfolk brands of liquors are in demand. Our principal markets are in Virginia, the Carolinas and Georgia, but our territory is rapidly widening as our enterprising dealers engage in competition with those of other Cities. Last year's wholesale trade in wines and liquors amounted to within a fraction of one million dollars divided between houses employing an aggregate capital of only about \$175,000. There is also a large retail trade in the City, the annual sales reaching over \$500,000. These include lager beer, ale and other fermented beverages which have come into very general use of late years. There are in the City many first-class retail stores having large and varied stocks of goods of every clime, quality and vintage, from which the thirsty or weary may select his refreshment according to the dictates of his palate. Ice is plentiful and our bartenders are famed for their skill in "manipulating" such light and refreshing drinks as lemonade which are in constant request during the summer season and make a very important item in the retail dealer's accounts. Light clarets and other pure wines of domestic manufacture are also becoming very popular, and the habits of our people so far as their drinking is concerned are gradually conforming with those of our Teutonic cousins, many of whom are among our most highly respected fellow-citizens.

**E. VANCE,**

No. 28 MARKET SQUARE,

NORFOLK, VIRGINIA.

DEPOT OF ALL SORTS OF

NATIVE WINES.

# THE BERGNER & ENGEL, Brewing Company, PHILADELPHIA, PA.

GRAND REFRIGERATOR DEPOT for the STORING and DELIVERY of LAGER BEER to the TRADE of Norfolk, Portsmouth and Vicinity, also chief distributing point for Eastern Virginia and Eastern and Central North Carolina.

Orders respectfully solicited and carefully and promptly executed, direct from the Icehouse.

THE BERGNER AND ENGEL BREWING COMPANY,  
NORFOLK DEPOT AND OFFICE:  
*Madison Street, near Clyde Line Wharves,*  
F. W. ADAMS, MANAGER.

W. F. ALLEN,  
WHOLESALE

LIQUOR & MERCHANT,  
*And Distillers' Agent,*

97 WATER STREET, NORFOLK, VA.

DEALER IN

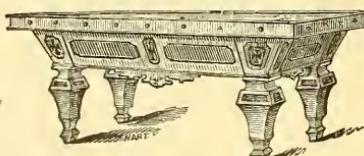
Old Corn, Antler, Gaff's Star, Imperial Wedding,  
Auroro and Gaff's WHISKIES,

RUM, GIN AND BRANDIES.

**ORDERS SOLICITED.**

# JOSEPH KLEPPER, RHINE WINE ROOMS,

ORCHESTRION AND BILLIARD HALLS,



*Summer Garden*  
143 and 145 Church Street, nearly opp. Opera House,  
**NORFOLK, VA.**

Lunch Rooms contain all kinds of American and German delicacies.

## FINE OLD LIQUORS, PRIME LAGER BEER.

Orchestrion Concerts every night, and Instrumental Concerts at intervals through the week.

The entire premises have just been renovated for the Spring and Summer seasons and the Main and Billiard Halls beautifully frescoed.

A FIRST-CLASS PLACE IN EVERY PARTICULAR.

HARRY SALE,  
BANK SALOON,  
ALES, WINES AND LIQUORS. LUNCHES AND MEALS.  
•60 ROANOKE AVENUE, NORFOLK, VA. •

ANDREW J. DALTON,  
125 MAIN STREET, NORFOLK, VA.

WILL TAKE PLEASURE IN SUPPLYING YOU WITH EVERYTHING IN HIS LINE.

Wines, Brandies, Gins, Whiskies,  
And Liquors of all kinds in large or small quantities.

ESTABLISHED 1875.

Norfolk and Portsmouth  
**BAGGAGE EXPRESS,**  
SHIPP & CO., PROPRIETORS.

W. T. WALKE & SONS, Agents.

# NORFOLK DAILY VIRGINIAN

VIRGINIAN BUILDING,

Cor. Main and Commerce Sts., Norfolk, Va.

---

THE VIRGINIAN is an unrivalled medium through which the public of Eastern and Tide-water Virginia and North Carolina may be reached. Its success has been without a parallel in the history of the Press of Virginia. Its circulation exceeds that of any other paper published in Eastern Virginia.

During the Six Months ending March 31st, 1884, one hundred and fifty-five publication days, *four hundred and thirteen thousand, six hundred and ninety-seven* copies of the Daily Virginian were printed, presenting an average daily issue of *twenty-six hundred and sixty-eight* (2668) copies. The largest issue for any one month during the period, was *eighty-one thousand, six hundred and fifty-three*, or an average for twenty-seven publication days, of *three thousand and twenty-four* (3024) copies.

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## ⇒ THE DOLLAR ⇲

# WEEKLY VIRGINIAN.

---

THE CHEAPEST AND BEST NEWSPAPER IN THE SOUTH.

---

Its Summary of the News of each week, by Telegraph and Mail, will be complete.

Its Market Reports are accurate and compiled with great care.

Its Family Reading Matter will render it most acceptable and interesting to all.

Its Political Opinions will be uttered *without reserve*, and oppression from any quarter will be fearlessly resisted on all occasions.

All orders for subscription for both Daily and Weekly issues and advertising promptly attended to.

M. GLENNAN, Owner.

# THE VIRGINIAN

## BOOK & JOB PRINTING ESTABLISHMENT,

VIRGINIAN BUILDING,  
COR. MAIN & COMMERCE STS., NORFOLK, VA.

**T**HIS department of THE VIRGINIAN's business is as extensive and complete as any establishment in Eastern Virginia and North Carolina, and its facilities for turning out work are unexcelled. We are prepared to execute every description of job and letter press printing, from a business card to a mammoth poster, with neatness, correctness and dispatch. Fine and color printing is a specialty. Every attention will be given to the printing of Books, Catalogues, Lawyers' Briefs, Letter and Note Heads, Bill Heads, Shipping Tags, Business Cards, Invitations, Railroad and Steamboat Printing. Large experience in business, the employment of skilled workmen, and the addition of new designs for fancy printing are among the resources of the establishment. Its specimens of printing are always subject to inspection, and all who desire printing are invited to come and judge for themselves. We are prepared to compete with Northern publishing houses, and simply ask an examination and trial.

### *The Virginian Bindery, Blank Book Manufactory and Ruling Department.*

Besides its job printing establishment, THE VIRGINIAN has also an extensive bindery and blank book manufactory and paper ruling department, by which it is prepared to manufacture, in the best manner and at the shortest notice, all kinds of blank books, such as ledgers, journals, cash and day books, invoice and order books, check and note books, and bills of lading books, in any manner that may be needed, and at figures that will compete with the lowest Northern rates. This department is in the charge of experienced and competent workmen, and we guarantee our work to compete in quality and style with any. Old books rebound, and pamphlets, magazines, music, newspapers, periodicals, bound in the best style. By the addition of our ruling department we are able to fill all orders for letter heads, bill heads, note heads, railroad and steamboat blanks, and all work of this nature, at reduced rates. Orders solicited and promptly attended to.

M. GLENNAN, Owner.

**THE GREAT VIRGINIA NEWSPAPER !  
UNPRECEDENTED SUCCESS !**

**THE PUBLIC LEDGER,**  
**PUBLISHED DAILY.**

By J. RICHARD LEWELLEN & CO.,

is by reason of its large daily circulation, the best Advertising medium  
outside of Richmond

It is an independent, out-spoken Democratic journal, and its rapidly in-  
creasing circulation is the best evidence of its great popularity  
with the reading public.

It is furnished by mail, postage paid, at \$4.50 per annum; to city sub-  
scribers at 10 cents per week. Address,

**THE PUBLIC LEDGER,  
NORFOLK, VA.**

**THE INDUSTRIAL SOUTH**

**PUBLISHED AT  
RICHMOND, VIRGINIA.**

**McDONALD & LEE, Editors & Publishers.**

This journal has a large circulation and is devoted to the development of the Mercantile, Manufacturing and Mining industries of the South. It has proved itself an important factor in obliterating sectional differences and in attracting capital and immigration to the Southern States.

**SUBSCRIPTION \$2.00 PER YEAR.**

**THE PORTSMOUTH ENTERPRISE,  
IS PUBLISHED DAILY IN THE  
ARCADE BUILDING, PORTSMOUTH, VIRGINIA.**

By JOHN W. H. PORTER.

THE ENTERPRISE has a large daily circulation in Portsmouth and vicinity. Its circulation has increased during the past year, thereby proving that it has the good opinion of our community. It is a safe and reliable Advertising Medium, through which our merchants and business men and others may communicate with the public. It will contain the latest news both foreign and domestic, by telegraph and otherwise, condensed so as to give the most news in the least possible space. Its Market Reports are corrected daily.

SUBSCRIPTION RATES: - Daily Enterprise, one year, \$5.00; six months, \$3.00. Contracts for advertisements may be made upon favorable terms in the office of the Enterprise. The Enterprise is the official organ of the City of Portsmouth.

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**J. H. CHATAGNE,  
DIRECTORY PUBLISHER.**

ISSUES THE DIRECTORIES OF

Virginia State, \$5.00. North Carolina State, \$5.00. Chesapeake and Ohio Railway, \$5.00. Richmond, Virginia, \$4.00. Norfolk, Virginia, \$3.00. Petersburg, Virginia, \$3.00. Alexandria, Virginia, \$3.00.

All the principal directories of the United States on file and for sale.

PRINCIPAL OFFICE:

**RICHMOND, VIRGINIA.**

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**The Brush-Swan Electric Light Co.  
OF NORFOLK, VA.**

Special attention is invited to our Arc Lamps, adapted to lighting Stores, Warehouses &c. Prices: 12 o'clock, \$12; all night, \$20 per month. Orders left at the office, 128 Main Street, (over the Citizens' Bank) will receive prompt attention.

*THEODORE S. GARNETT,*  
*Secretary and Treasurer.*

*WM. W. CHAMBERLAINE,*  
*President.*

---

**HENRY E. CULPEPPER,  
General Contractor,**

FOR  
Pile Driving & Dredging, Wharf & Bridge Builder, Dealer in Cypress Piles, &c.

**PORTSMOUTH, VA.**

**THE DISMAL SWAMP LOTTERY CO.,  
FOR THE EXTENSION AND IMPROVEMENT OF  
DISMAL SWAMP CANAL.**

**NORFOLK, VIRGINIA.**

The franchise of this enterprise is based upon the charter granted by the Legislature of the State to the Dismal Swamp Canal Company, and its legality has been fairly tested before the Courts.

The object in view is the "improvement and extension" of the Canal, recognized to be one of the most important works of internal improvement now claiming the support of the business community.

With proper encouragement of this enterprise, lawfully inaugurated by the Company, it is believed that the Canal, connecting the waters of Virginia and North Carolina, can be soon so enlarged in capacity and extended in reach, as to add vastly to its great worth.

The Drawings of the Lottery will be made regularly, on the third Thursday of each Month, before the public, and under the supervision and conduct of commissioners well known to the community.

The Tickets are fixed at the low price of \$1, and a careful examination of the liberal Scheme, presented through the newspapers of the day, is invited.

Information upon any subject relating to the enterprise will be promptly given upon application to

**J. P. HORBACH, MANAGER.**

**207 Main Street, NORFOLK, VA.**

**HOME INDUSTRY.**

**Dixie Shirts, Acme Drawers,  
WHOLESALE AND RETAIL.**

*We employ the most experienced cutters and skilled operators, and use the most improved steam machinery in our factory.*

*Write for Printed Blanks for self-measurement.  
Orders solicited.*

**H. T. MILLER & CO.,**

**COR. 9TH & MAIN STS., RICHMOND, VA.**

# Professional Cards.

---

RICH'D WALKE.

WALKE &amp; OLD,

WM. W. OLD.

*ATTORNEYS AND COUNSELLORS AT LAW,*  
*Offices, 72 Main Street, opposite the Post Office,*  
**NORFOLK, VIRGINIA.**

REFERENCES: The Citizens', Marine, Exchange National, and Farmers Banks of Norfolk and Bain & Bro., Bankers, Portsmouth, Va. C. W. Grandy & Son, Norfolk, Va.

**EDWARD SPALDING;**

**ATTORNEY AT LAW,**  
*OFFICE—COR. MAIN STREET & ROANOKE AVENUE,*  
 Over Home Savings Bank.

**NORFOLK, VIRGINIA.**

RICHARD H. BAKER.

RICHARD H. BAKER, JR.

**RICHARD H. BAKER & SON,**  
*ATTORNEYS AND COUNSELLORS AT LAW,*  
**NORFOLK, VIRGINIA.**

COURTS: Norfolk and Portsmouth, and the Neighboring Counties, and THE COURT OF APPEALS AT RICHMOND.

WM. H. WHITE.

WHITE & GARNETT, THEO. S. GARNETT, JR.  
Late Judge, &c.

*ATTORNEYS AND COUNSELLORS AT LAW,*  
 Rooms, 82 Main Street, Norfolk, Va.

Practice in the State and Federal Courts in the Eastern District of Virginia.

REFERENCES: Exchange National Bank, Norfolk, Va. Marine Bank, Norfolk, Va. Burruß, Son & Co., Norfolk, Va. H. B. Clafflin, New York.

**BORLAND & WILLCOX,**

Will practice in the State and Federal Courts of Norfolk and the surrounding Country, and in the Supreme Court of Appeals of Virginia, in Richmond, Va.

T. R. BORLAND,  
Attorney for the Commonwealth.

T. H. WILLCOX,  
Late Deputy Clerk of the Circuit and Corporation Courts of Norfolk City.

**RICHARD H. GAINES,**  
 »Analytical and Consulting Chemist,«

SPECIAL ATTENTION GIVEN TO THE ANALYSIS OF FERTILIZERS AND SOILS.

Campbell's Wharf, Norfolk, Va.

## Miscellaneous Cards.

R. F. HAMME.

A. A. ALLEN.

**HAMME & ALLEN,**

Wholesale and Retail Dealers in

**HATS, CAPS, STRAW & MILLINERY GOODS, UMBRELLAS,**

**WALKING CANES, &c.,**

No. 161 MAIN STREET, NORFOLK, VA.

**A. Wrenn & Son,**

MANUFACTURERS OF

\* Fine Carriages, Buggies and Harness, \*

AND WHOLESALE DEALERS IN

**SADDLERY AND HARNESS,**

Nos. 24 AND 26 UNION STREET, NORFOLK, VA.

**E. B. BLAMIRE,**

DEALER IN

\* Foreign and Domestic Dry Goods, \*

146 Main Street, head Market Square, NORFOLK, VA.

BRANCH AGENCY FOR E. BUTTERICK &amp; CO.'S CELEBRATED PATTERNS.

ESTABLISHED 1848.

**JNO. D. COUPER'S  
MARBLE WORKS,**  
NOS. 111 AND 115 BANK STREET.

Foreign and Domestic Marbles, Granite, Freestone. Blue Stone and Brown Stone, Slate and Marble Mantels, &c. Monuments, Head Stones, Tombs, Vaults, Cemetery Enclosures, Vases, Urns, Statuary, Tazzas, &c.

**Wm. H. Jaques,**

MANUFACTURER OF

Superior Hand-Cut Stencil Plates, Steel Stamps, Rubber Stamps, Seal Presses, &c., Proprietor of JAQUES' IMPROVED COTTON STENCIL, "The Best in the World." Flour and Whiskey Stencils a Specialty.

Designs furnished when desired.

44½ ROANOKE AVENUE, NORFOLK, VA.



**HANNAN & KELLY,**

**Sale and Commission Stables,**

40, 42 and 44 Union Street,

and 64 Church Street,

NORFOLK, - - - VIRGINIA.

## LEADING HOTELS, BANKS AND BUSINESS HOUSES OF NORFOLK AND PORTSMOUTH.

---

In this as in all other Business Centres are to be found firms and individuals who, without any apparent advantage at the start, have outstripped other competitors in the chase after commercial prominence and financial independence. Others, again, who have embarked with the wind and tide of inherited fortune or an established trade in their favor, have run aground and become total wrecks, through ignorance, mismanagement or the want of a proper knowledge of the channels through which alone the coveted haven could be attained.

We have no hesitation in saying that the most prosperous concerns in all mercantile communities are those whose advertisements are most conspicuous in the leading journals and other sterling mediums of announcing their business to the public.

NORFOLK AS A BUSINESS CENTRE was first launched in 1880 and has now reached its Fourth Edition. It has earned the endorsement of the Select and Common Councils of this City and of the Business Exchanges of Norfolk and Portsmouth, as well as of the most prominent corporations and firms of both Cities, as a work of proved value to the community at large. Among the following notices we should like to have numbered *all* the substantial houses doing business here, but our limited space requires us to draw the line somewhere, and we have therefore given just preference to those who have not only appreciated our efforts to promote the common welfare, but have also afforded us their moral and material support, by identifying themselves, through our advertising pages, with our enterprise. To these are due our sincere thanks and those of the whole community.

### PURCELL HOUSE, PHILIP F. BROWN & BRO., PROPRIETORS.

This fine Hotel, which in its early days was known as "The National," has always been distinguished for its excellent accommodations and equally excellent fare. From time to time it has undergone many changes and improvements and has recently been renovated, beautified, refurnished and supplied with all modern conveniences. Under the able management of its present experienced proprietors, Messrs. Philip F. and Benjamin R. Brown, the Purcell House has advanced still further in popular favor. The guests are afforded every possible comfort and the *cuisine* is in all respects first-class. The Hotel is centrally situated, and the Street Railway Cars pass the door for all parts of the City at intervals of a few minutes. The Purcell has accommodation for 250 guests, and is provided with a passenger elevator, electric bells and steam heating apparatus throughout. A view of the house will be found on page 16. (See also advertisement on page 51.)

### ATLANTIC HOTEL, R. S. DODSON, PROPRIETOR.

This magnificent structure is the pride of Norfolk and is, beyond comparison, the *Palace Hotel* of Virginia, if not of the whole South. It fronts on Main and Granby Streets, as shown on page 12, and occupies three sides of a spacious quadrangle, the principal front on Granby Street being 208 feet long and the wings 215 and 140 feet, respectively. The house accommodates 1,000 guests and is supplied with two elevators besides wide and easy stairways in several parts of the building. Mr. Dodson has had thirty years' experience in hotel management in various sections of the country and his popularity is only limited by the very wide circle of his acquaintance. (See page 54.)

## THE EXCHANGE NATIONAL BANK

Was incorporated in 1865, and is to-day one of the most prosperous and substantial banking institutions in the Southern States. Its authorized capital is \$500,000, of which \$300,000 is paid in. Its surplus and undivided profits amounts to \$300,000 which fact sufficiently attests its excellent management. This Bank is the designated depository, and financial agent in this City of the United States, and it controls an immense amount of private business. Its officers are as follows: Hon. John B. Whitehead, President; James G. Bain, Vice President; George M. Bain, Jr., Cashier; James H. Toomer, Assistant Cashier; and the Directors are: Hon. John B. Whitehead, R. T. K. Bain, James G. Bain, T. McK. Bain, R. H. McDonald, Charles Jenkins and Orlando Windsor. (See page 56.)

## THE CITIZENS' BANK

Was incorporated in 1867, with a capital stock of \$50,000, upon which it pays punctually a semi-annual dividend of 5 per cent. That it has been ably and judiciously managed is shown by the fact that its surplus fund now reaches \$35,000 and is increasing regularly year by year. The following gentlemen are the Officers and Directors, namely: President, Wm. H. Peters; Vice President, Wm. W. Chamberlaine; Cashier, Walter H. Doyle. Directors, Wm. H. Peters, Wm. W. Chamberlaine, George C. Reid, Charles H. Rowland, T. A. Williams, J. G. Womble and Walter H. Doyle. (See page 55.)

## BANK OF COMMERCE.

This corporation was chartered in 1878, and has done a thriving business from the first. Its capital is \$50,000, and its surplus \$30,000. It is a sound financial institution and has taken its share in developing Norfolk's commercial interests. Its Board of Directors is composed as follows: James E. Barry (President), J. D. Gale, James Reid, Samuel Marsh, J. Vickery, B. T. Bookover, R. W. Santos, W. A. Graves and W. S. Wilkinson (Cashier). (See page 57.)

## THE MARINE BANK

Was incorporated in 1872, and began business at 146 Main Street. It afterwards moved into its present building on the corner of Main and Bank Streets, shown in our illustration on page 18. This bank has built up a large business and has taken high rank among financial institutions by reason of its good management. Col. W. H. Taylor is its President, and Hugh N. Page, Acting Cashier. The Directors are as follows: James T. Borum, M. L. T. Davis, C. B. Duffield, W. W. Gwathmey, L. Harmanson, B. P. Loyall, Washington Reed, Charles Reid and Washington Taylor. (See page 57.)

## BURRUSS, SON & CO., BANKERS AND BROKERS.

This is one of the oldest and most prosperous banking houses in the City. It receives deposits, buys and sells securities of every description and deals in all classes of exchange. It possesses special facilities for the collection of notes and drafts in the City and State, as well as in North Carolina, and allows interest on all time deposits. Its extensive offices occupy the handsome brick building on the corner of Main and Atlantic Streets. This firm is also a member of the Norfolk and Portsmouth Clearing House. (See page 58.)

## THE HOME SAVINGS BANK

Is a State Institution which was chartered in 1874. It transacts a legitimate Banking business in all its branches and pays interest on all savings deposits. Since its organization it has been of great benefit to the poorer classes by enabling them to accumulate their smallest earnings, and its success is a matter of congratulation. Its cash capital paid in is \$20,000, to which is added a surplus of \$3,000. Its officers are: George E. Bowden, President; George S. Oldfield, Vice President, and H. C. Percy, Cashier. Directors: George E. Bowden, S. E. Bickford, George S. Oldfield, H. B. Nichols, F. Richardson, Wm. N. Armstrong, J. R. Gillett, Peter Turner and H. C. Percy. (See page 58.)

### THE FARMERS BANK.

This prosperous institution has a subscribed capital of \$100,000 half of which is paid in, and a surplus of \$40,000. It represents the eminent houses of Brown Bros. & Co., of New York, and Brown Shipley & Co., of London, in their circular letters of credit, and refers to some of the leading bankers of New York, Baltimore and Boston. It transacts a general banking business and solicits correspondence. Its officers are: Caldwell Hardy, President; B. A. Marsden, Cashier, and Horace Hardy, Assistant Cashier. It has recently moved into its handsome new offices on the corner of Main and Commerce Streets. (See page 59.)

### E. C. LINDSEY & CO., REAL ESTATE.

This reliable and venerable firm, consisting of Col. E. C. Lindsey and Mr. A. Jeffers, has for the past twenty years, or more, been among the foremost in bringing to the knowledge of the world the many and conspicuous advantages offered by Virginia—and especially the Eastern section—to immigrants of all classes—rich or poor, merchant or manufacturer, farmer or mechanic—provided only that they are willing to become honest, industrious and peaceable citizens of the old Dominion. The principal business in which this enterprising firm is engaged is the sale of City real estate and farm lands of which they have many most desirable tracts for sale on very favorable terms. They are able to refer to many prosperous settlers for whom they originally found homes in this vicinity. Their office is at 124 Main Street, next door to the Citizens' Bank. (See page 84.)

### H. L. PAGE & CO., AUCTIONEERS AND REAL ESTATE AGENTS.

The office of this firm is on the main floor of the Virginian Building, corner of Main and Commerce Streets, where an active business is carried on in the sale and rental of City building lots, houses and farm lands, besides the collection of rents and other monetary transactions involving real property. Mr. Page is young, active and reliable and has secured an excellent connection among the business men and property owners of the City. (See page 85.)

### THE HODGDON AND SPENCER CO., FERTILIZER MANUFACTURERS.

This substantial and enterprising corporation was chartered in October, 1883, with a fully subscribed capital stock of \$100,000 which is all held by six individuals, whose combined wealth amounts to several millions. They are extensive importers of Peruvian Guano, for procuring which they enjoy special facilities. Their factories are at New York, Atlantic City, Va., and in Lancashire, England, and they have branch connections in London, Liverpool, Paris, Marseilles, Hamburg and San Francisco. They keep a large stock of pure agricultural chemicals and are prepared, as importers, dealers and manufacturers, to guarantee satisfaction to all their customers. The company has recently moved into its handsome new building, Nos. 154 and 156 Water Street. (See front inside cover.)

### THE UPSHUR GUANO CO., FERTILIZER MANUFACTURERS,

Whose factory and wharves are at Berkley, opposite Norfolk, has recently been reorganized under the Presidency of Mr. Walter F. Irvine and \$95,000 added to its capital stock. Its officers and directors are all men of well recognized ability and experience, and its various brands of fertilizers have been awarded several gold medals by the Agricultural Associations of this and other States. The Company imports Kainit, Peruvian Guano and Chemicals, and the officers are personally pledged that the high grade and quality which has characterized their former manufactures shall be fully maintained in the future. The factory has recently been completely overhauled and Captain R. B. Saunders, well known throughout Virginia and North Carolina, has charge of the manufacturing department. The Company's offices are at 56 Main Street, in the Atlantic Hotel Building. (See page 87.)

FREEMAN, LLOYD, MASON AND DRYDEN,  
FERTILIZER MANUFACTURERS.

This firm began business in 1876 at Pocomoke, Md., under the style of Freeman & Co. In 1880 a branch office was established at Higgins' Wharf in this City, and in the following year the firm erected on the Southern Branch of the Elizabeth River about  $3\frac{1}{2}$  miles from Norfolk, the largest fertilizer factory in the South, a view of which will be found on page 23. The firm is widely known throughout Virginia, the Carolinas, Georgia, Tennessee, Maryland and Delaware, as the manufacturers of the famous Pocomoke Super-Phosphate, to which has recently been added another popular brand known as "Fish Hawk Guano." For many years the goods produced by this firm have been improving in quality and thousands of testimonials from leading planters and farmers in the States above named attest the high estimation in which their brands are universally held. A view of the factory at Pocomoke, Md., is shown on page 37. The Norfolk business is personally conducted by the senior partner, Mr. E. B. Freeman, a gentleman of long practical experience in the business and of the most sterling personal qualities. The firm owns two steamers and two sailing vessels which are constantly employed in carrying materials to their factories and delivering the manufactured article, for which they have a capacity of 150 tons per day. Their present offices and warehouse are at Campbell's Wharf. (See pages 88 and 89.)

THE AMERICAN FERTILIZING CO.,  
FERTILIZER MANUFACTURERS,

Of which Mr. C. L. Upshur is President, are importers of guano and agricultural chemicals and manufacturers of several popular brands of high-grade and standard Super-Phosphates. The Company owns and occupies the new, handsome and spacious building, Nos. 163 and 165 Water Street a view of which appears on page 32. Among the best known brands of Fertilizers manufactured by this Company are "Upshur's Standard 10 per cent. Ammonia Guano," "Upshur's Standard 7 per cent. Ammonia Guano" and "Upshur's Peruvian Mixture." The President, whose name these brands bear, is an experienced manufacturer of Guano as well as a practical farmer. The Company also imports the purest grades of Peruvian Guano and keeps on hand an extensive stock of Kainit, Bone Dust, Fish Scrap and all kinds of Fertilizing Chemicals. (See page 90.)

CHARLES REID & SON,  
FERTILIZER MANUFACTURERS AND COMMISSION MERCHANTS.

This prominent firm was established in 1844, and has secured a very large and still growing trade in Staves, Treenails, Peruvian Guano, Standard Fertilizers, and other commodities. Its offices are at No. 14 Nivison Street. The firm is composed of Mr. Charles Reid and his son Mr. George C. Reid both of whom enjoy the confidence and esteem of the community to the fullest extent, and have for many years been regarded as among Norfolk's leading and representative business men. In addition to the general and commission trade above mentioned they manufacture several brands of Fertilizers among which may be named "The Farmers' Challenge," "The Farmers' Favorite" and "The Virginia Land Renovator." They are also importers of Peruvian Guano and large dealers in Bone Dust, Fish Scrap, Phosphate and Fertilizing materials generally. Their Factory is at Money Point on the Southern Branch of the Elizabeth River. (See page 91.)

THE IMPERIAL GUANO CO.,  
FERTILIZER MANUFACTURERS.

Of which Mr. J. R. Young, Jr., is President, was incorporated in 1882 and has already established a very extensive trade in Virginia and the Carolinas. The office is at No. 43 Union Street, and the factory about four miles above the City on the Southern Branch of the Elizabeth River. The ability and enterprise of the gentlemen governing the affairs of the Company have secured for the "Imperial" a high rank among Standard Fertilizers and the capacity of the factory will shortly be greatly increased to enable

the Company to fill its multiplying orders. The Company also manufactures special brands peculiarly suited to the various crops. The "Imperial Guano" has been on trial for seven years and has given the greatest satisfaction to farmers and truckers. (See page 92.)

### MYERS & CO.,

#### STEAMBOAT AGENTS AND SHIP BROKERS.

This house is one of the oldest in Norfolk, having been established in 1786 under the name of Moses Myers & Sons. It has been continuously engaged in the shipping business since that date and is now conducted by Mr. Barton Myers, who is also Vice Consul of Great Britain, the Netherlands and Brazil. Messrs. Myers & Co. charter vessels to and from European and West India ports and forward merchandize to all points. They are agents for Lloyd's and for Liverpool, Glasgow, Italian, Dutch French and Austrian underwriters. Their offices are at No. 48 Main Street, Atlantic Hotel Building, and at Hampton Roads, Va. (See page 97.)

### REYNOLDS BROS.,

#### GENERAL MERCHANTS AND SHIPPERS.

This is one of the most zealous and enterprising firms in the Southern States engaged in the foreign trade and has been largely instrumental in developing it at this port. The partners are William D. and Henry S. Reynolds, and the firm was established in 1867 when our export trade was in its infancy. Messrs. Reynolds Brothers are extensive shippers of cotton and importers of Liverpool salt. They are also agents for the South Atlantic Steamship Line to Liverpool. Their wharves and offices are at Town Point, west end of Water Street, in close proximity to the Cotton Exchange. (See page 97.)

### J. W. PERRY & CO.,

#### COTTON FACTORS AND COMMISSION MERCHANTS.

This firm is the successor to those of G. W. McGlauhon & Co., McGlauhon & Norman, McGlauhon & Perry and Perry & Jernigan. They occupy an extensive warehouse on Tunis' Wharf with a capacity for 1,600 bales of cotton. They are in close proximity to rail and water transportation which greatly facilitates their large business. They make a special feature of Cotton which they buy and sell wholly on commission. (See page 101.)

### ETHEREDGE & BROOKS,

#### COTTON FACTORS AND COMMISSION MERCHANTS, PORTSMOUTH, VA.

The handsome new warehouse owned and occupied by this well-known firm is among the most conspicuous buildings on High Street, and bears testimony to the enterprise as well as the prosperity of the partners. Messrs. A. E. Etheredge and E. C. Brooks, both of whom are veterans in the business, having been steadily engaged in it since the establishment of their house in 1839. They deal largely in cotton, besides selling on commission peanuts, dried fruits and all Southern products. They also deal in lime, plaster, cement, hay and all kinds of coal. (See page 101.)

### DOBIE & COOKE,

#### GENERAL COMMISSION MERCHANTS.

The partners in this firm, which was organized in 1878, are Messrs. Richard A. Dobie, Merritt T. and A. Mason Cooke. The senior partner had been in a similar business for fifteen years previously, with Gwathmey Brothers & Co., of New York, and W. W. Gwathmey & Co., of this City. From 1873 to 1878 he was a member of the firm of Gwathmey & Dobie. The present firm, whose warehouse is at No. 64 Water Street, is a large receiver of cotton and grain. Its members are all young and active men, with plenty of means to enable them to conduct their business with credit to themselves and satisfaction of their customers. (See page 102.)

## NORFOLK KNITTING AND COTTON MANUFACTURING CO.

This is the pioneer enterprise of its kind in Norfolk, and its success has become an accomplished fact. The factory at Atlantic City was destroyed by fire in 1880 but was shortly afterwards rebuilt and thoroughly equipped with improved machinery, and is now doing an excellent trade, especially in gentlemen's merino-finish underwear which it manufactures on a large scale for the wholesale trade. Mr. Barton Myers is the President of the Company and its office is at No. 48 Main Street, in the Atlantic Hotel Building. (See page 103.)

### ROYSTER & STRUDWICK, COTTON FACTORS AND FERTILIZER IMPORTERS.

Although of comparatively recent establishment in Norfolk, the members of this firm are known and highly esteemed in North Carolina, in which State they have been actively engaged in business for a number of years. Their transactions in cotton are heavy and they import Fertilizers, making a specialty of German Kainit, in which they are the largest dealers in the South. They are also general agents for "Farmers' Friend Fertilizer" for North Carolina. (See page 103.)

### W. H. SMITH & SON, COMMISSION MERCHANTS AND DEALERS IN STAVES.

This is among the oldest and most progressive mercantile houses in the City. Its offices are in Gwathmey's Building, Town Point, and its yards for staves, in which commodities the firm does a very extensive trade, are at McCullough's Wharf. (See page 104.)

### GOODRIDGE, FIELD & CO., COMMISSION MERCHANTS AND BROKERS.

The members of this firm are C. A. Field and E. M. Goodridge who make a specialty of grain and flour, while doing a general commission business in all kinds of produce. (See page 104.)

### T. R. JERNIGAN, COTTON FACTOR.

This gentleman has been long known as a successful cotton factor and has secured a remunerative business by his energy and capacity. He was formerly a member of the firm of Perry & Jernigan. (See page 104.)

### C. D. JORDAN & CO., COMMISSION MERCHANTS.

For the past eleven years this house has been successfully engaged in the sale of cotton, corn, staves and general country produce, on commission, and have acquired a thorough experience in their business. (See page 104.)

### T. R. COOKE & CO., DEALERS IN GRAIN, HAY AND PEAS.

Messrs. T. R. and W. M. Cooke, the members of this firm, are young, active and enterprising, and are building up a good business in the above named articles of produce (See page 104.)

### PETERS & REED, SHIPPIERS AND DEALERS IN LUMBER, STAVES, &c.

This house was established in 1855, and has an extensive trade in staves, timber and lumber with the West Indies, Liverpool and many ports on the Mediterranean, besides a considerable commission business in the same articles with American markets. It controls superior storage and shipping facilities at Portsmouth, owning extensive wharf property and two slips capable of accommodating large ocean steamers. The firm is regarded as one of the most experienced, progressive and reliable in the City. (See page 106.)

## GURLEY &amp; BROTHER,

## COMMISSION MERCHANTS AND DEALERS IN SHINGLES AND LUMBER.

Sawed and hand-made shingles, of which they handle enormous quantities, are treated as a specialty by this firm, for whom they are especially made in the famous cypress forests on the Roanoke and Cashie Rivers in North Carolina. They have large yards at Campbell's and Roper's Wharves, and excellent warehouse accommodation, which enables them to handle cotton to the best advantage. The steamers of the People's Line running between Norfolk and Roanoke River call at their wharf for freight. (See page 107.)

## TRANT &amp; BAKER,

## LUMBER DEALERS, PORTSMOUTH, VA.

The magnitude of the operations conducted by this firm may be to some extent estimated by the fact that during the year 1883 they received over the Seaboard Air Line alone over six million feet of lumber. They have on hand many important contracts for supplying the timber for Government works, bridges, &c., and are among the largest dealers and commission merchants in this section. The partners are Mr. G. R. Trant, of Virginia, and Mr. W. T. Baker, of North Carolina, and their office is at the foot of High Street, adjoining the Ferry dock, Portsmouth, Va. (See page 105.)

## THE NORFOLK STORAGE COMPANY,

## WHOLESALE DEALERS IN PEANUTS.

This Company was incorporated in 1882 and is the largest peanut handler in the world. The officers are: John T. Griffin, President; McK. G. Bain, Secretary and Treasurer, and P. D. Gwaltney, Superintendent. Their factories are at Nos 153 to 161 Water Street, Norfolk, and Commerce Street, Smithfield, Va. The former is a magnificent four-story building, an illustration of which will be found on page 19. It employs 165 persons and handles 600,000 bushels of peanuts annually. The Smithfield branch employs about 100 persons and handles about 350,000 bushels. Both factories are supplied with all improved modern machinery for cleaning and polishing the peanuts which are assorted and graded by hand. This Company's trade extends from Texas to Maine and as far West as Denver, Colorado. The rapidly increasing area under cultivation will probably yield a crop in excess of home consumption, and it is among the contemplated enterprises of this Company to establish a European trade. (See page 109.)

## ELIZABETH IRON WORKS,

## CHARLES W. PETTIT, PROPRIETOR.

The business of these works was established in 1854 by William Pettit, father of the present proprietor, at Gosport, and subsequently removed to their present site, Nos. 280 to 286 Water Street, Norfolk. The works cover a very large area bounded by Main and Water Streets, North and South, and by Merchants' and Hutchinson's Lanes, East and West, and give constant employment to about sixty men. They are thoroughly equipped with every species of machinery and turn out only first-class work. The establishment has always enjoyed an excellent reputation and has secured an excellent business in Virginia and North Carolina. (See page 111.)

## GEORGE W. DUVAL &amp; CO.,

## NORFOLK IRON WORKS.

This well-known firm was organized in 1876, although the senior partner had established himself in business in 1858. The partners are George W. Duval and W. H. Ridgewell. Their works are at the northeastern corner of Water and Nebraska Streets, where they manufacture all classes of Machinery, Engines, Boilers, Mills, &c., paying especial attention to every description of steamboat work. The famous Duval Patent Improved Boiler Tube Ferrules are manufactured by them. (See page 111.)

A. J. KERNs,  
MANUFACTURER AND REPAIRER OF SAWS.

This gentleman is the agent for the celebrated saws of the Wheeler, Madden & Clemson Manufacturing Company, of which he sells a goodly number in the course of the year. He is also a practical mechanic and is kept busy repairing and hammering into proper shape the damaged saws of many of the saw mills in this vicinity. Being a good workman he finds plenty of employment. (See page 113.)

THE BAKER SALVAGE COMPANY,  
OF NORFOLK, VIRGINIA.

The importance of the work done by this Company since its incorporation in 1881, is almost incalculable. It is the only wrecking company South of New York, and finds constant employment for its steam and sailing vessels and a large force of picked men. In August, 1881 the Company dispatched its first important expedition to rescue the new steamship "Pallas" which was aground at Corn Island on the coast of Guatemala. She was valued at \$90,000 and carried a cargo of equal value. The latter, consisting of heavy Sugar-mill machinery, was saved by the company and the ship was ready to be launched when a hurricane came up and broke her to pieces. In March 1882, the British steamer "Chilian" stranded near the mouth of Magdalen River, State of New Granada, S. A., loaded with railroad iron. The Baker Salvage Company sent an expedition to her rescue and brought her safely to Norfolk after having discharged her cargo and delivered it at Barranquilla, 20 miles distant, by means of a line constructed with the rails composing the vessel's cargo. The steamship "Rio Grande," of the New York & Texas S. S. Co.'s line, which had caught fire at the Delaware Breakwater, was also saved by the Baker Salvage Co. by being filled with water, sunk and afterwards floated. In January, 1883, the British steamship "Egypt," loaded with cotton, went ashore off Cape Henry and was rescued by the Company, for which service the U. S. District Court recently gave judgment in their favor for \$54,000. The steamer "Excelsior" and numerous other vessels of smaller tonnage aggregating in value several millions of dollars, have also been saved by this enterprising Company, among whose more recent expeditions were one to the relief of the brig "Atlanta" ashore at Tonula, Mexico; another to the rescue of the Spanish steamer "Aviudano" aground at the Bahama Islands; and a third to raise the U. S. Steamer "May Flower," sunk at the Washington Navy Yard. (See page 116.)

CHARLES J. COLONNA'S  
SECTIONAL MARINE RAILWAY.

This extensive and valuable property is situated opposite the wharves of the Norfolk & Western Railroad and is well supplied with all necessary machinery of the most improved kind. The greatest care is taken in repairing vessels and first-class work is guaranteed. None but the best materials are used and none but skilled hands are employed, thus insuring complete satisfaction. All kinds of marine work is ably and promptly executed and the charges are reasonable. (See page 117.)

WM. A. GRAVES,

STEAM SECTIONAL MARINE RAILWAY, SAW AND PLANING MILLS.

This busy shipyard employs regularly about seventy-five hands, and presents one of the most active scenes to be found in the City. The Railway can accommodate ships of 900 tons register and the adjoining saw and planing mills are thoroughly equipped and have a capacity of nearly 15,000 feet of boards per day. The business was established in 1840. (See page 117.)

H. HODGES & CO.,  
ORNAMENTAL IRON RAIL WORKS.

All kinds of plain and ornamental iron railings, architectural castings and other ornamental articles made of wrought, malleable and cast iron are always kept at this establishment in great variety and can be manufactured to order. (See page 118.)

### NORFOLK COLLEGE FOR YOUNG LADIES.

This College was established for the purpose of providing the best possible advantages for the thorough education of girls. The magnificent building, a view of which forms the frontispiece of this volume, is fitted throughout with the most approved modern appliances. There is a full faculty of whom Rev. R. M. Saunders is principal. The school is divided into three departments—Primary, Intermediate and Collegiate—and each pupil, from the lowest to the highest class, receives a thorough course of instruction. The boarding department is elegantly furnished and arranged so as to surround the resident pupils with refining and elevating influences All the lady teachers board in the College. This is one of the very best educational institutions in the whole country for young ladies, and the superior advantages it offers are receiving proper recognition as is shown by the fact that its roll of pupils last session numbered 313 names. The officers are : John L. Roper, President: K. H. Wynne, Secretary ; W. S. Wilkins, Treasurer. (See page 119.)

### E. T. POWELL, SON & CO., WHOLESALE GROCERS.

This firm, which succeeded Eastham, Powell & Co., occupies a prominent position among the leading mercantile houses of Norfolk. It is composed of Mr. E. T. Powell and his son, Mr. J. R. Powell, the latter having been admitted to partnership in 1881. Their large and handsome warehouse is situated on the north east corner of Water and Commerce Streets, one of the most central sites in the City. They have an extensive wholesale trade throughout this section in all articles usually kept in a wholesale grocery house. (See page 125.)

### M. L. T. DAVIS & CO., WHOLESALE GROCERS.

Commenced business in 1865, on Roanoke Square, under the firm style of Davis & Bro. After a few years their business had so much increased that more commodious premises became necessary and their present warehouse, corner of Water and Commerce Streets, was built. In 1874, Mr. B. L. Thomas, a former clerk, was admitted to partnership and the firm's name was changed. They carry a large and assorted stock of all kinds of groceries and provisions and have built up an excellent trade. (See page 126.)

### NORFOLK IMPORTING AND EXPORTING COMPANY.

Among the many new corporations which have sprung into existence of late years to mark the vitality of Norfolk's trade and the vigorous enterprise of her business men, there are few which promise to bear better or more abundant fruit than this Company which was chartered in 1883. It makes a specialty at present of the importation of all kinds of foreign salt and has for its ulterior object the introduction through this market of all kinds of foreign fruits, products and manufactured groceries. Its officers are : M. L. T. Davis, President ; W. C. Dickson, Treasurer ; Washington Taylor, Secretary, and upon its Board of Directors are several of the most influential and progressive wholesale grocers in the City. (See page 126.)

### W. F. ALLEN & CO., WHOLESALE GROCERS.

This firm was established in 1864, and is now in the enjoyment of a large trade, which every year increases. The partners are W. F. Allen and James T. Borum, and no changes have occurred in the firm since its original organization. They make a specialty of flour and meats and give special attention to car-load lots of molasses, flour, meats and salt. (See page 127.)

### JOHN Z. LOWE, WHOLESALE AND RETAIL GROCER,

Occupies a roomy and well supplied store on the south-east corner of Market Square and Union Street, where he carries a large stock of family groceries, ship stores, provisions, wines, liquors, cigars, tobacco and all other articles in the same line. (See page 127.)

**BLACKBURN, JONES & CO.,  
WHOLESALE GROCERS.**

The members of this firm are A. P. Blackburn, Kennon Jones and G. G. Hobson. Their store is No. 11 Commercial Row, close to the Ferry Dock, and they make specialties of syrups, butter, fish and sugar-cured meats. (See page 127.)

**MAHONEY & DONOVAN,  
WHOLESALE GROCERS,**

Occupy the southeast corner of Roanoke Dock and Mahoney's Wharf and enjoy special facilities for shipping their goods to their distant customers. They pay special attention to flour, and are large dealers in butter, lard, smoked meats, fish, soap, &c. (See page 127.)

**M. DUGGAN,  
SOAP MANUFACTURER.**

The factory is situated on Loyall's Lane near Water Street and has recently undergone considerable alterations. Mr. Duggan also deals in tallow and grease. (See page 128.)

**NOTTINGHAM & WRENN,  
DEALERS IN COAL, ICE AND WOOD.**

The general offices of this firm have recently been removed from Atlantic City to No. 54 Main Street, in the Atlantic Hotel Building. Their extensive yards and branches are at Atlantic City, at the Norfolk & Western Railroad Depot, Norfolk, and at Nos. 6 and 7 Campbell's Wharf. The partners are Thomas T. Nottingham and William A. Wrenn, and the business was established in 1876. Since that date it has steadily grown to its present enormous dimensions which demand every inch of room afforded by their fine water front and extensive yards. They are local agents for the celebrated Pocahontas steam coal which has lately grown into the highest favor among those employing steam power. They also keep a complete and assorted stock of egg, stove and nut coals always on hand. They cut their own ice in the State of Maine and enjoy unusual facilities for its storage which enables them to sell at the lowest market prices. (See page 129.)

**RAWLINS, WHITEHURST & CO.,  
DEALERS IN EASTERN ICE.**

Partners : Wm. Rawlins, C. H. Whitehurst, J. M. Haynes, H. A. DeWitt and Ira D. Sturgis. In 1869 the firm of Rawlins, Baum & Co. was organized and was succeeded by the present firm in 1874. The three last mentioned partners conduct the firm's business in Maine where they cut and ship from 8,000 to 10,000 tons of ice annually. They furnish the fisheries of North Carolina with large quantities during the season and have branches at Elizabeth City and Plymouth in that State and at Hampton, Va. Their City trade is also very large and their shipping facilities are excellent. Their storehouse being situated on Biggs' Wharf, Nivison Street, convenient to the different water and land transportation lines. (See page 130.)

**G. W. TAYLOR & CO.,  
COAL AND WOOD DEALERS.**

Began business in 1879 and have recently built and now occupy the handsome offices No. 47 Granby Street. The partners are George W. Taylor and Wickham Taylor. [See page 128.]

**JOHN O. GAMAGE & SONS,  
BUILDERS' MATERIALS.**

This business was founded in 1865 and has become a most successful and important one. The firm are large shippers of building and finishing limes, shell limes, cement, plaster, bricks, slates and other building material, and carry at all times a large and varied stock. Their warehouse is at Nos. 100 and 102 Water Street. (See page 131.)

**HUME & PARKER,**  
**BOOKS AND STATIONERY, PIANOS AND ORGANS,**

Succeeded Hume, Parker & Hodges, which firm began business in September, 1882, at No. 104 Main Street in the handsome building built by them on a part of the site formerly occupied by the Bank of Commerce. They handle a select stock of books, stationery, sheet and book music, paintings, engravings, stereoscopes, photographs and a variety of fancy goods. Also Decker Bros.' Pianos and Mason & Hamlin organs, which they sell at factory prices. Mr. Hume is also a member of the firm of R. G. Hume & Bro., of Portsmouth, and has been in business there for many years. Mr. E. P. Parker is the resident partner and manager of the business in Norfolk. [See page 132.]

**C. HALL WINDSOR,**  
**BOOKS, STATIONERY, ETC.**

This house was established more than sixty years ago and has been conducted successively by the grandfather and father of the present proprietor, who keeps a large and complete assortment of fine stationery, blank books, artists' materials, mathematical instruments and all those other numerous articles usually to be found in a first-class book and stationery establishment. The store is most eligibly situated on the corner of Main and Bank Streets and the windows are rendered very attractive by the fine display of pictures, engravings and fancy articles of all kinds. Mr. Windsor keeps a large stock of miscellaneous literature and all the newest music. He is also agent for Foley's celebrated gold pens. [See page 133.]

**GEORGE TAIT & SON,**  
**SEEDSMEN.**

In the year 1869 Col. George Tait founded the business which he and his son now so successfully conduct at No. 7 Market Square. All seeds offered by this house are grown and selected especially for it in England, Germany, France, Canada and parts of the United States, all orders being given a year in advance of delivery. Purity and vitality are the two chief merits claimed for Tait's seeds, and with 33 years' practical experience, the means by which these two essential qualifications can be secured are thoroughly understood. [See page 134.]

**MAYER A CO.,**  
**SAW MILL, STEAMBOAT AND RAILROAD SUPPLIES.**

This house was established in January 1881, by E. L. Mayer in conjunction with the firm of Taylor, Elliott & Watters, the largest hardware concern in the City. A commodious warehouse, a view of which is shown on page 43, was erected by the firm and still forms a portion of their extensive premises. After the death of Mr. James M. Butt, who conducted a similar business at Nos. 4 and 6 Market Square, Mayer & Co. took over his business and now occupy both stores. They do a very large business in all kinds of saw mill, steamboat and railroad supplies, and in belting and hardware. For a partial list of some of the more important articles in which this house deals, see page 139.

**SMITH N. BRICKHOUSE & CO.,**  
**WHOLESALE BOOTS AND SHOES.**

After 21 years of active participation in the wholesale trade of this City by the present senior partner, the above firm began business in 1877 in the massive brick building, corner of Water and Commerce Streets, shown on page 38. From the day of its foundation to the present time the firm has drawn a large and valuable patronage from the South. The entire stock is always obtained direct from the factories, and selected with special reference to the wants of the Virginia, North Carolina, South Carolina, Georgia and Tennessee trade, and offered at prices identical with those of the Northern Cities. [See page 140.]

**WALKE & WILLIAMS,  
DEALERS IN DRUGS, PAINTS AND OILS.**

This firm, composed of Dr. F. A. Walke and Mr. J. N. Williams, succeeded in 1874 to the old established business of A. E. Wilson & Co., Roanoke Avenue and Water Street. The house does a large wholesale trade in Virginia and North Carolina and carries a large stock of the purest and best goods. [See page 141.]

**BUTLER, WINSTON & CO.,**

**MANUFACTURERS OF THE VIRGINIA HOG CHOLERA CURE.**

It would seem that a sure and simple remedy has at last been discovered for this terrible plague which has proved so disastrous to the farmers and those who raise swine. The Virginia Hog Cholera Cure has been sent broadcast into the districts where the disease was most prevalent, and hundreds of grateful farmers have written to the manufacturers announcing the instantaneons relief afforded by the medicine. The firm is composed of well-known and energetic business men, and their wonderful remedy has found well deserved favor among the hog growers of the West and South. Messrs. Walke & Williams, wholesale druggists, are the General Southern Agents.

**FROST, SON & CO.,  
SIGN AND CARRIAGE PAINTERS.**

Some of the most artistic signs and the neatest decorations in the City are the work of this firm who also turn out handsomely painted carriages, wagons, &c. [See page 143.]

**S. A. STEVENS & CO.,  
FURNITURE, CARPETING AND PIANOS.**

The building owned and occupied by this firm on the corner of Main and Granby Streets, opposite the Atlantic Hotel, would be an ornament to a City of twice Norfolk's size. It is three stories high with a frontage on Main Street of 50 feet and on Granby Street of 130 feet, and contains 27,000 feet of flooring besides large cellars. A view of the building is shown on page 31. The business was begun in 1865 at No. 8 Roanoke Avenue which proved too small, and was removed in 1868 to the present building, which is fully stocked with every variety of Furniture and Carpets and a large assortment of Pianos by Chickering & Sons, Steinway & Sons, Henry F. Miller and W. P. Emerson. [See page 144.]

**A. E. HALL & CO.,  
UNDERTAKERS AND FURNITURE DEALERS.**

On the completion of the Masonic Temple, Freemason Street, in 1876, this firm commenced business in one of the stores on the first floor, the whole of which they now occupy. They have as complete an assortment of undertakers' goods as can be found in the State. The partners are A. E. Hall and L. D. Holt, both of whom have had a long experience in the business and give undivided attention, night or day, to all orders entrusted to their care in the City or surrounding country. [See page 145.]

**C. F. GREENWOOD & BRO.,  
JEWELERS,**

Are the proprietors of the handsome and attractive store, 158 Main Street, known as "The Casket," where every imaginable variety of watches, clocks, diamonds, jewelry, silver and plated ware, fancy ornaments and opticians' goods may be procured at prices which defy competition. The Messrs. Greenwood are importers, and have lately acquired an interest in The Casket Watch Co., of Geneva, Switzerland, whence they will receive large and regular supplies of watches from the hands of the famous workmen of that City. The firm was established in 1847 and its members are Messrs. C. F. and Fred. Greenwood, both of whom are gentlemen of long experience in the business. [See page 149.]

L. WEED,  
JEWELER.

This gentleman has enjoyed a life-long experience in the jewelry trade, and is therefore perfectly familiar with it in all its branches. About five years ago he removed to this City from New York, and opened a store in the Academy of Music Building, whence he moved, in 1882, to his present excellent location, No. 206 Main Street, three doors from Church Street, where he is doing a good business in watches, clocks, jewelry, silver ware, fancy and ornamental goods of all kinds, and has succeeded in giving uniform satisfaction to his customers. Mr. Weed keeps a large and varied stock of all articles usually to be found in a first-class jewelry store, and is always well supplied with the latest and best styles. [See page 148.]

ARTHUR C. FREEMAN,  
JEWELER.

Succeeded his father, J. M. Freeman, in 1871, and has conducted the business successfully since that date. He has acquired large experience in the jewelry trade having devoted his lifetime to it. [See page 150.]

E. VANCE,  
WINE MERCHANT.

This gentleman, who is one of the oldest and largest wine and liquor dealers in the City, has recently turned his attention more particularly to the delicious native wines manufactured from the grapes grown in Eastern Virginia and North Carolina. These afford many varieties—sherry and claret, port and champagne—and Mr. Vance, whose place of business is at No. 28 Market Square, is general agent for several of the best brands. [See page 150.]

THE BERGNER & ENGEL BREWING COMPANY, OF PHILADELPHIA, PA.,

F. W. ADAMS, MANAGER.

In 1881 this Company, one of the largest in the world, established a supply depot in this City on Madison Street, near Clyde's wharves, where they erected an ice-house with storage capacity for 500 barrels of beer besides a large supply of ice. All the Clyde Steamers carry ice boxes built expressly for transporting this Company's beer. Norfolk is the supply point for Eastern Virginia and a large portion of the South-eastern States. The business of the Company is therefore very large, and is ably conducted by Mr. F. W. Adams, the well-known and energetic manager. [See page 151.]

W. F. ALLEN,  
WHOLESALE LIQUOR MERCHANT.

The business of this house has steadily increased with the growth of the City and is now the largest and most reliable engaged in the wine and liquor trade here. Mr. Allen is also a member of the firm of W. F. Allen & Co., wholesale grocers, and of Pearce, Allen & Borum, Commission Merchants. His stock at No. 97 Water Street includes wines, whiskey, brandy, gin, &c. of various makes and vintages. (See page 151.)

JOSEPH KLEPPER,  
RHINE WINE ROOMS AND SUMMER GARDEN.

This establishment is one of the most popular resorts in the City and covers an extensive area, including a splendid billiard hall. The whole place has recently been renovated in excellent taste and at great expense. In the main hall is a magnificent Orchestrion, one of the finest in the South, which affords the guests delightful music during each evening, unless the orchestra is in attendance, which happens at intervals during the week. The lunch rooms are well supplied with delicacies and the liquors are of the best brands. (See page 152.)

BANK SALOON,  
HARRY SALE, PROPRIETOR.

Everybody knows this popular *restaurateur*, and everybody ought to know that he has lately removed to the Bank Saloon, No. 60 Roanoke Avenue. (See page 152.)

ANDREW J. DALTON,  
125 MAIN STREET.

This first-class saloon is centrally situated and is well supplied with all kinds of choice wines, liquors and cigars. (See page 152.)

NORFOLK AND PORTSMOUTH BAGGAGE EXPRESS,  
SHIPP & CO., PROPRIETORS.

This is a most useful institution, as travellers arriving at or leaving the City have the best reason for knowing. It is safe, rapid and reliable. W. T. Walke & Sons, Atlantic Hotel Building, are agents. (See page 152.)

THE BRUSH-SWAN ELECTRIC LIGHT CO.,  
OF NORFOLK, VA.

This company was chartered in June, 1883. Mr. Wm. W. Chamberlaine is President, and Mr. T. S. Garnett, Secretary and Treasurer. The works are on Williamson's Lane, near the City Hall. On December 19, 1883, the City authorities awarded to this Company the contract for lighting the streets and public buildings, and the result has proved quite satisfactory. Many stores have also adopted the electric light in preference to gas. (See page 156.)

HENRY E. CULPEPPER,  
GENERAL CONTRACTOR, PORTSMOUTH, VA.

This gentleman is a well-known wharf and Bridge builder. Among his many works in this neighborhood are all the bridges on the Virginia Beach Railroad, the large wharf of the Seaboard Railroad, now in course of construction, the wharf built at Yorktown to land the monument, and others. He owns two powerful dredging machines, besides pile drivers. (See page 156.)

THE DISMAL SWAMP LOTTERY COMPANY,  
J. P. HORBACH, MANAGER.

This enterprise exists under a charter granted by the State Legislature, and is conducted on the fairest principles. Its object is to raise money for the improvement and extension of the Dismal Swamp Canal which is one of the most important channels of internal navigation in the country, connecting as it does, the sounds and rivers of Virginia with those of North Carolina. The lottery drawings take place monthly in public and are under the supervision of commissioners well known in Norfolk. (See page 157.)

RICHARD H. GAINES,  
ANALYTICAL AND CONSULTING CHEMIST.

This gentleman, whose laboratory is on Campbell's wharf, was until recently a student and assistant in the laboratory of the eminent analytical chemists, Messrs. Ledoux & Ricketts, New York. Mr. Gaines graduated in all the schools of chemistry at the University of Virginia, and gives special attention to the analysis of fertilizers and soils. A first-class analytical chemist has been much needed here, and Mr. Gaines' advent is therefore most opportune. (See page 158.)

HAMME & ALLEN,  
DEALERS IN HATS, CAPS, &c.

This house does a large business in hats, caps, straw and millinery goods, umbrellas and walking canes, &c. The partners are R. F. Hamme and A. A. Allen. Their store is centrally situated, at 161 Main Street [See page 159.]

A. WRENN & SON,

MANUFACTURERS OF CARRIAGES, BUGGIES AND HARNESSES,

Are also large wholesale dealers in saddlery and harness. Their extensive premises on Union Street, are well stocked with the above mentioned commodities in several varieties. [See page 159.]

E. B. BLAMIRE,

DEALER IN DOMESTIC AND FOREIGN DRY GOODS.

This gentleman keeps a full and varied stock of all goods in his line. He is also agent for Butterick's celebrated patterns. [See page 159.]

J. D. COUPER'S

MARBLE WORKS

Were established in 1848, and are situated at 111 and 113 Bank Street. They turn out all kinds of plain and carved marble and granite work, such as mantels, monuments, vases, statuary, &c., in all styles. [See page 159.]

WM. H. JAQUES,

STENCIL AND STAMP MANUFACTURER,

Has been engaged in this business for 14 years and settled here 5 years ago. He ships stencils to all points in the South as far as New Orleans and does work for manufacturers and others in New York, Boston, Providence and other distant points. He is an excellent workman, as his scrap book of samples will show. [See page 159.]

HANNAN & KELLY,

SALE AND COMMISSION STABLES.

This establishment, situated at Nos. 40, 42 and 44 Union Street and 64 Church Street, is the largest in Eastern Virginia, and the proprietors, Wm. Hannan and John Kelly, are recognized as leaders in their line of business. They make a specialty of Northern and Western stock which they sell at private sale. Their large two-story stables accommodate 300 head of horses. [See page 159.]

## OUR OUTSIDE ADVERTISERS.

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BLUE RIDGE SPRINGS,

PHILIP F. BROWN, PROPRIETOR.

Among the many charming and fashionable summer resorts for which the magnificent upland region of Western Virginia has always been celebrated, there is not one which has established itself more firmly in popular favor than has Blue Ridge Springs, which is situated immediately on the line of the Norfolk & Western Railroad, about forty miles west of Lynchburg. The beauty of its scenery, the purity of its climate, the superiority of its accommodations and the excellence of its management have proved so attractive that frequent additions have been found necessary in order to meet the ever increasing demand upon its capacity; while its easy accessibility from all points and the medicinal virtues of its mineral waters have rendered it famous among the Sanitariums of the Sunny South. It stands at an elevation of 1300 feet above the sea level and therefore enjoys a delightful temperature during the summer season. (For views and advertisement see pages 33, 42 and 52.)

## THE NATURAL BRIDGE HOTELS,

E. H. FISHER, SUPERINTENDENT.

In the heart of the picturesque and romantic scenery for which the spurs of the Alleghany and Blue Ridge mountains are justly famous, stands that grandest of geological phenomena—the Natural Bridge of Virginia. It appears to have been purposely thrown across a deep precipitous glen dividing two fertile tracts of country, which would be inaccessible to each other but for this elevated highway of Nature's own construction. The surrounding country is beautiful in the extreme and would be well worthy of a visit, even without this great central attraction. A very few years ago the Bridge was almost regarded as a myth, so difficult was it of access; but now it can be reached from half a dozen different directions by as many Railroads, and there are few travellers who have not availed themselves of these facilities to investigate this marvellous arch. There are two excellent Hotels within a few rods of the Bridge—the FOREST INN and APPLEDORE—which have recently been united under the able management of Mr. E. H. Fisher, whose greatest delight it is to administer to the comfort and happiness of his guests, of whom he can accommodate three hundred. (See advertisement on page 53.)

## VIRGINIA BEACH.

At a point on the shore of the Atlantic Ocean, six miles south of Cape Henry and seventeen miles east of Norfolk, is the seaside terminus of the Norfolk & Virginia Beach Railroad. It is a delightful watering place and can be reached in an hour by the trains which run frequently during the day. The Railroad Company, of which our gallant and esteemed townsmen, Commodore Marshall Parks, is President, has erected a magnificent Pavilion at the terminus, embracing an extensive dining room with seating capacity for 800 guests, and a hundred chambers for the accommodation of those who desire to remain over night. It is the intention of the Company to erect a magnificent Hotel at this already popular seaside resort which will vie in general attractions with any watering place on the coast. (See page 66.)

## OCEAN VIEW,

is the name of another charming watering place opposite Fortress Monroe and in full view of Capes Henry and Charles. It is the property of the Ocean View Railroad and Hotel Co. whose trains run to and from Norfolk at short intervals during the day. The Hotel is opened for the accommodation of guests on May 1st of each year. It has recently been enlarged and improved. Its situation is most desirable, affording excellent surf-bathing and fishing, while the fresh sea breezes are most invigorating and enjoyable by day and night. (See page 67.)

A. HOEN &amp; CO.,

LITHOGRAPHERS, RICHMOND, VA.

This business was started eight years ago with a force of only four hands, which were added to as orders multiplied, until the present time, when fifty eight are employed. The firm have recently erected a handsome five-story building on Bank street, overlooking Capital Square, and have added the best and newest machinery for their fine work. They are now prepared to turn out anything from a Visiting Card to a Railroad Bond, or from a plain label to a chromo. (See inset between pages 84 and 85.)

## THE RASIN FERTILIZER CO.,

BALTIMORE, MD.

This Company, of which Mr. Winfield S. Dunan is Secretary and Treasurer, and Mr. R. W. L. Rasin the General Manager, is composed of a number of wealthy business men of Baltimore, Charleston, Philadelphia, Chicago and New York. They are the Proprietors of the famous Sea-Wall Guano Works, situated on the Patapsco River at Sea-Wall, Anne Arundel Co., Md., which cover six acres of land, and are said to be the most extensive and perfect Guano Works in the United States. They employ nearly two hundred hands whose labor is directed by skilled chemists, and produce only standard fertilizers and pure agricultural chemicals. Their brands of Guano have earned an excellent reputation throughout the country. Their offices are at 20 and 22 South Street, Baltimore, Md. (See inset leaf opposite page 92.)

WINFIELD S. DUNAN,  
COMMISSION MERCHANT, BALTIMORE, MD.

This gentleman enjoys an enviable distinction among Baltimore's most reputable merchants, and has established a large import and export trade in guano, agricultural chemicals, Kainit and such other articles of merchandize as compose the essential ingredients of first-class high-grade commercial fertilizers. He also deals largely in Fish Scrap, Fish Pomage and Fish Oil, and makes a specialty of the importation of genuine Kainit, and is the American representative of one of the most extensive shippers of this mineral Salt in Hamburg. His house was established in 1870 and is now doing an annual trade of over \$2,000,000. The office is at 20 and 22 South Street, Baltimore, Md. (See inset leaf opposite page 93.)

PETERSBURG IRON WORKS.

H. T. MORRISON & CO., PETERSBURG, VA.

These extensive works, which were established in 1854, are the property of Messrs' H. T. Morrison & Co., experienced manufacturers of steam engines, mill and factory machinery, cotton presses, dredges, iron and brass castings, and all other machines and implements in use on land and water ordinarily manufactured at a thoroughly equipped foundry. This firm makes a specialty of steam dredges, dredging machinery and tug boats, and has recently completed a powerful dredge for the City of Petersburg, and two others for the New York Steam Dredging Co., also a tug boat 18x20 in. condensing engine for the same Company. All machinery and other work turned out by this firm has given perfect satisfaction. Among their many specialties are pile drivers and hoisting engines of various sizes, and locomotives for tram-roads. (See back inside cover.)

TAPPEY & STEEL,  
IRON FOUNDERS, &c., PETERSBURG, VA.

This firm, composed of Messrs. Wm. H. Tappey and Alexander Steel, is one of the oldest and most responsible in the State of Virginia, and has been among the most zealous in promoting her manufacturing interests. Their extensive works are situated on Washington Street, immediately opposite Jarratt's Hotel and the terminus of the Petersburg & Weldon Railroad. They are large manufacturers of Engines, Tobacco and Cotton Presses, Saw and Grist Mills, Mill-irons, Plows, Castings, &c., and are widely known as thoroughly practical and reliable in all they undertake. (See page 112.)

H. P. EDMOND,

MANUFACTURER OF ENGINES, &c., RICHMOND, VA.

This gentleman is the successor to the firm of Ettenger & Edmond, and is one of the largest manufacturers in the South of stationary and portable steam engines, steam fire-engines and tobacco machinery. His extensive works are situated on 19th and Franklin Streets, Richmond, Va., and occupy a three story brick building 155 feet square. Several important improvements have been introduced and adopted by this concern, which is thus enabled to compete successfully with any in the country.

Mr. Edmond fully maintains the high reputation earned by the late firm since the establishment of their works in 1850. Their engines and other machinery embody all the latest improvements. The greatest care is bestowed upon their construction, and none but the finest iron and steel are used, particularly in the boilers, which are made throughout of the best charcoal boiler plate and are strongly stayed in every part. Saw mills, grist mills, tobacco machinery, hydraulic presses and all the numerous varieties of machinery manufactured at these works have earned the unanimous praise of engineers and others who have tested them.

Mr. Edmond supplies the principal factories in Richmond and Petersburg, many in North Carolina and the Western States, besides several others in Europe and Australia. (See page 114.)

G. P. HAWES,  
SOUTHERN SAW WORKS, RICHMOND, VA.

This large and well-known establishment, Nos. 18 and 20 South 15th Street, corner Cary Street, has recently been overhauled, arranged and fitted up with what machinery it needed to make it in all respects complete. Mr. Hawes employs a large number of skilled hands and is now ready to manufacture or repair patent and other machinery, saws, swages, gummers, saw-sets, saw-mills, blades, belting, knives of all descriptions and to supply all other articles pertaining to the above. Among his specialties are gumming, hammering and retempering circular saws. He is agent for the Taylor Manufacturing Company's Boilers and Engines and for "Moore County" Corn Mills. [See page 115.]

NATIONAL BRASS WORKS,  
WASHINGTON, D. C.

This house, of which Messrs. Thomas Somerville & Sons are the energetic and experienced proprietors, was first established on Maine Avenue, in 1863, but success followed so rapidly that in 1867 the firm was obliged to build the capacious works which they now occupy, Nos. 316, 318, 320 and 322 Thirteenth Street, N. W. Continued prosperity again made it necessary to double their capacity and the works are to-day the largest and most thoroughly equipped in the country. Their machinery is of the latest and most improved kind and as they employ only competent mechanics they are enabled to turn out strictly first-class goods. They manufacture and deal in all kinds of plumbers' gas and steam fitters' materials, wrought iron and lead pipe, terra cotta sewer pipe, force and steam pumps and numerous other goods in the same line. Their stock is large and they fill all orders promptly. [See page 113]

THE UNIVERSITY OF VIRGINIA.

It is generally admitted that this Institution ranks among the very first seats of advanced learning in the Country, and sends out as finished scholars in the various branches of literature, science and the professions of law and medicine as any of the Northern Universities. Special attention is given to instruction in the more practical Schools of Engineering and Agriculture, while no charge is made for the tuition of those candidates for the ministry who are unable to meet the expense. The session begins on October 1st and closes on the Thursday before July 4th of each year. (See page 120.)

MEDICAL COLLEGE OF VIRGINIA,  
RICHMOND, VA.

This Institution, now venerable by its years as well as by the usefulness of its career, has an able Faculty comprising eight Professors, who, besides being men of great learning in their profession, are all actively engaged in its practice. In addition to these it has an able corps in its Adjunct Faculty, composed for the most part of active young men who render valuable service to the Students in the thorough drilling of their daily examinations and supplementary lectures. The eighty thousand inhabitants of Richmond and Manchester afford an abundant supply of material for the illustration of disease in clinical lectures, and a large number of patients come from a distance, attracted by the eminence of Richmond's Medical Faculty. That these advantages for acquiring a practical as well as theoretical knowledge of the healing art are fully appreciated is shown by the large attendance of students, not only from Virginia, but also from nearly all the States on the Atlantic Slope. (See page 120.)

THE UNIVERSITY SCHOOL, PETERSBURG, VA.,  
W. GORDON McCABE, HEAD-MASTER.

This famous school was founded in 1865, and has been in successful operation for the past 19 years. During this time it has prepared and sent up to the University of Virginia, to Princeton, West Point, Annapolis, Boston Institute of Technology, and other institutions of high grade, a great number of students whose uniform success testifies

to the excellence of the instruction given at this school, which is, however, mainly designed as preparatory to the University of Virginia, from the faculty of which Mr. McCabe has received the highest recommendations. The Head-master takes into his family a limited number of boarders. His house and the adjoining Cottages built for the pupils have all modern improvements. The School has each year steadily increased the number of its pupils, beginning in 1865 with only 17 and having upon its roll in the current term (1883-84) one hundred and thirty three students, representing eleven States from New York to Texas. The moral tone of the School is something unique. For instance, the students themselves would allow no boy to remain who had been found guilty of telling a lie. The *morale* of the School is controlled in great measure by the elder pupils whom Mr. McCabe has drawn closely to him as Dr. Arnold, of Rugby, did "the Sixth," and through their influence finds it easy to maintain a high standard of truth and honor. (See page 121.)

### COLLEGE OF PHYSICIANS AND SURGEONS,

BALTIMORE, MD.,

Possesses in full measure every advantage for conferring a first-class medical education. It has a numerous and eminent Faculty of Physic, besides a large auxiliary corps of Professors and special Lecturers. The students enjoy unsurpassed clinical facilities and are required to attend all demonstrations. The City Hospital, which is situated in the heart of the City, receives a large part of the accident cases and the "Maternite" abounds in obstetric cases at all seasons. The College contains fully equipped physiological and chemical laboratories. The spring session commences on March 15th and ends on June 15th, while the regular Winter session extends from October 1st to March 1st of the following year. The Dean of the College is Dr. Thomas Opie, 179 North Howard Street, Baltimore, Md. [See page 122.]

### BETHEL CLASSICAL AND MILITARY ACADEMY,

FAUQUIER COUNTY, VA.,

Is celebrated for the beauty of its situation and healthiness of its climate, as well as for the thoroughness of its instruction. It provides full medical and law courses and is preparatory to the University of Virginia. [See page 124.]

### BLACKWELL'S DURHAM TOBACCO CO.,

(SUCCESSORS TO W. T. BLACKWELL & CO.)

Orange County, North Carolina, in which the town of Durham is situated, occupies the Eastern portion of what is known as the "Golden Belt" or "bright" tobacco region of North Carolina, and is conceded to be the finest tobacco-growing tract of country in the world. W. T. Blackwell & Co. commenced business in Durham in the year 1869 in a factory consisting of a small, roughly constructed frame building. Here they manufactured on a small scale the brand which has since made them famous, namely, the "Genuine Durham (Bull) Smoking Tobacco." Their present factory is the largest of the kind in this or any other country. It is a lofty and substantial brick structure, four stories high with basement, having a frontage of 200 feet and two wings running back 160 feet each. Contracts have recently been given for the erection of gigantic additions which the enormous business has rendered necessary. For the past three years the firm has been manufacturing "Durham Long Cut" and "Durham Cigarettes" as well as the original brand, and these are unsurpassed for excellence by any other manufacturers in the country. Their sales for 1883 reached nearly six millions of pounds of smoking tobacco alone, besides large quantities of cigarettes that have found their way, on their merits, to all the markets of the world. In connection with the factory they have the largest printing office in the State where they do all their own printing and a good deal more for other firms in and out of North Carolina. Durham, in 1865, had scarcely 100 inhabitants. To-day its population, including the immediate vicinity, is about 5,000. This rapid growth is due entirely to the magnificent success of Blackwell's great tobacco factory and since the conversion of the concern into a joint stock company, with that experienced and progressive gentleman, Mr. Julian S. Carr, at its head, the possibilities of future development are almost boundless. [See back outside cover.]

## ALLEN &amp; GINTER,

## TOBACCO AND CIGARETTE MANUFACTURERS, RICHMOND, VA.

The "Richmond Gem" and "Richmond Straight Cut" tobacco and cigarettes, besides a host of other celebrated brands manufactured by this well known house are smoked with delight all over the world, and are daily increasing in popularity. Their export business in these brands is enormous and the demand far exceeds the facilities for their manufacture, although the firm works 800 hands, and often on extra time. But they will shortly be able to turn out a much larger quantity than heretofore, having lately completed an additional capacious five-story factory, besides extending their old building a hundred feet. [See page 136].

## CARTER R. BISHOP &amp; CO.,

## BAG MANUFACTURERS, PETERSBURG, VA.

This firm supplies a need which has long been felt in this section. By forming a connection with the importers in New York they are enabled to purchase their burlaps at the most favorable figures and to manufacture and deliver the bags at any point in the State at as low prices as are paid for the same goods in Philadelphia and Baltimore, thus saving to the consumer the price of freight and handling. They make and print all kinds of peanut, grain, flour and fertilizer bags of all qualities and sizes, according to the purchaser's instructions. [See page 135]

## NATIONAL OFFICE FURNITURE,

## M. J. WINE, PROPRIETOR, WASHINGTON, D. C.

In offices and counting rooms where it is necessary or customary to file away all the letters and papers connected with the business of the concern, it is of the greatest consequence that the system adopted should save space and insure convenience in finding any document which may be required for reference. Both these *desiderata* appear to be guaranteed by the use of the cabinets and files manufactured by Mr. Wine at 929 F Street, N. W., Washington, who claims that double the quantity of papers can be contained in his files that could be placed in pigeon-holes covering the same space. All the Government Departments in Washington have adopted his office furniture, as have also many of the Court Houses, public offices, lawyers, merchants and business houses throughout the country. [See pages 146 and 147.]

## J. H. CHATAIGNE,

## DIRECTORY PUBLISHER.

As sources of invaluable information and as excellent advertising mediums, Chataigne's Directories are almost indispensable to the man of business. In addition to the State Directories of Virginia and North Carolina, Mr. Chataigne publishes directories of the Cities of Richmond, Norfolk, Petersburg and Alexandria, in Virginia, and one covering the line of the Chesapeake & Ohio Railway. (See page 156)

## H. T. MILLER &amp; CO.,

## SHIRT MANUFACTURERS, RICHMOND, VA.

This house is widely and favorably known throughout Virginia and North Carolina and its famous "Dixie" shirts and "Acme" drawers are worn in every City and town in these two States. The firm employ none but experienced cutters and their machinery, which is of the most improved kind, is operated by thoroughly skilled hands. Their retail establishment is on the corner of Main and 9th Streets, Richmond, where a large stock of gentlemen's underwear, shirts, collars, cuffs, neckties, &c., is always kept on hand. [See page 157.]

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## ***ERRATA.***

*On pages 22 and 60 the distance between Norfolk and the property of the Norfolk & Western Railroad Company, at Lambert's Point is erroneously stated to be TEN miles instead of FOUR, which latter is the actual distance.*



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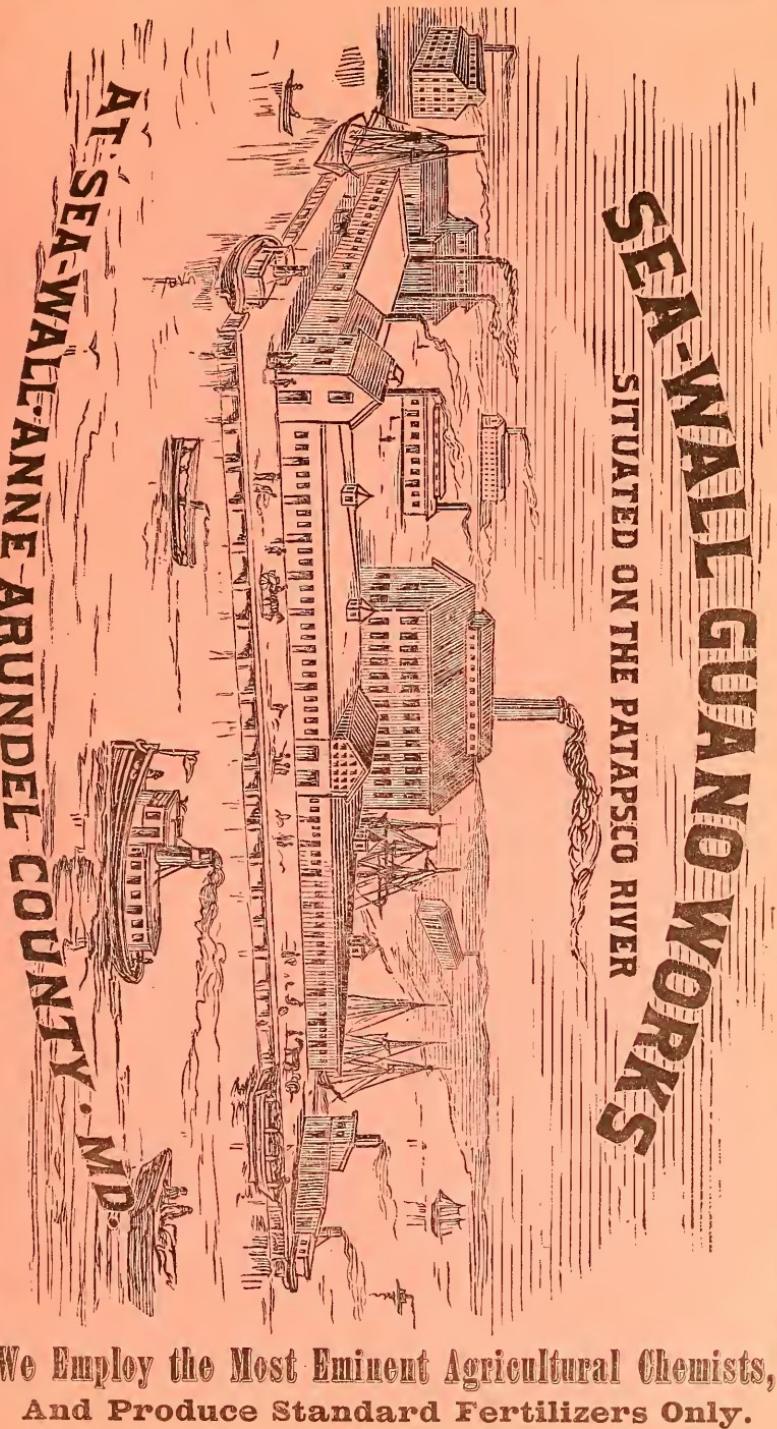
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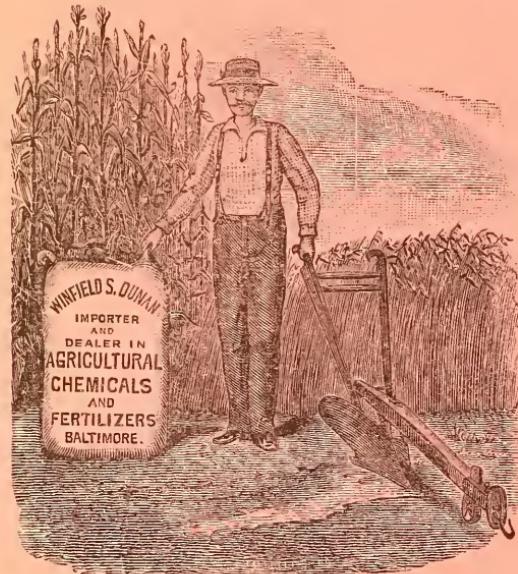
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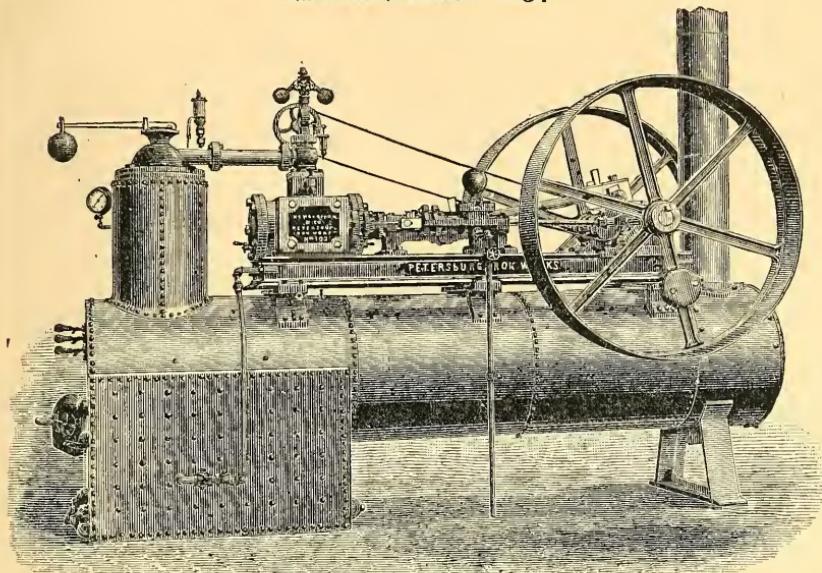
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